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MOTOCROSS

ACTION MAGAZINE

SEPTEMBER 1976

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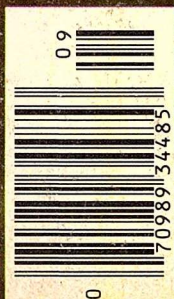
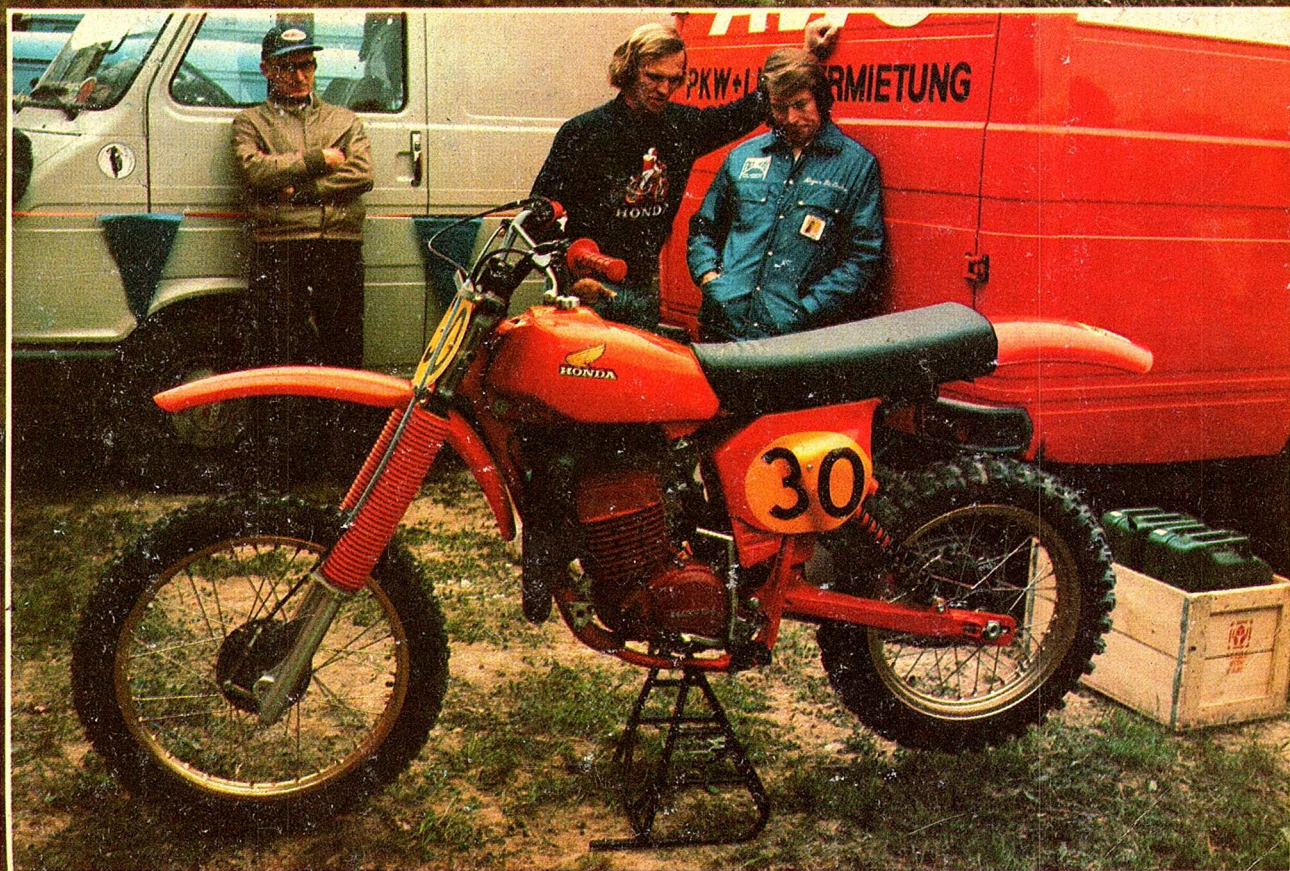
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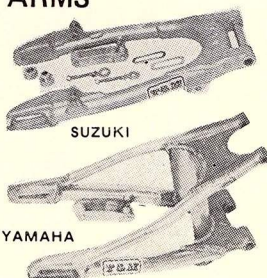


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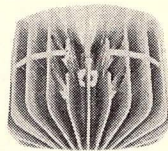
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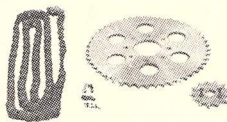


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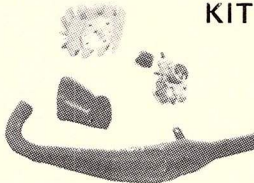
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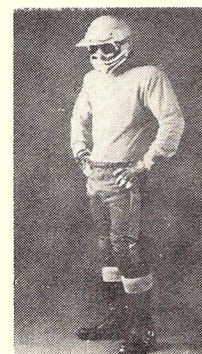


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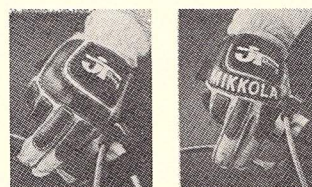
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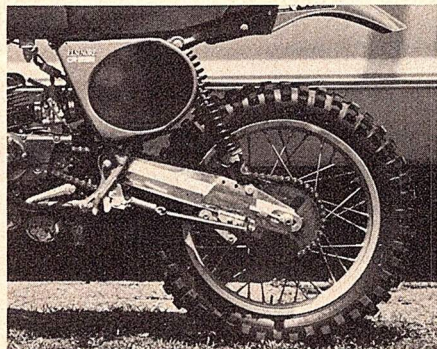
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HONDA TECH



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MOTOCROSS

ACTION MAGAZINE

VOLUME FOUR
NUMBER NINE
SEPTEMBER 1976

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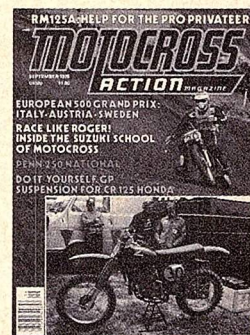
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COVER: MXA's European correspondent David Maltais took these photos of Pierre Karsmakers and the radical new "Type 2" Honda prototype at the Austrian 500cc Grand Prix. The fellow in the blue jacket, world champion Roger DeCoster, displays considerable interest. More details inside.

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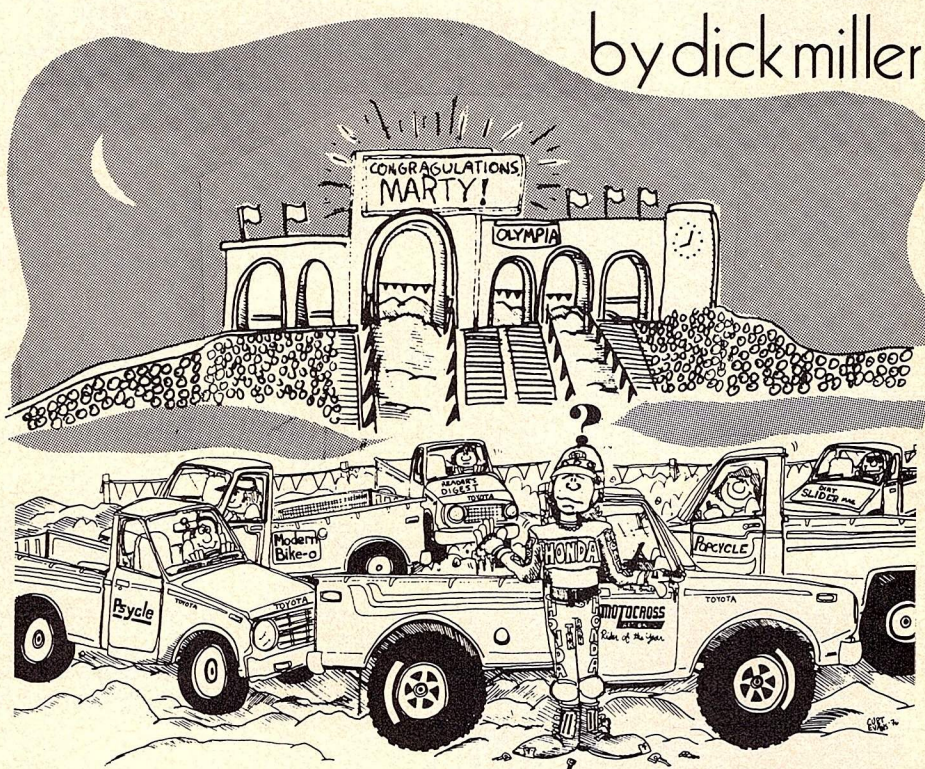
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on the mainjet

by dick miller



Have you ever wondered about the journalistic decisions made by some magazines and how they come to be? You must know that there can't possibly be one individual responsible for such outstandingly brilliant ideas and innovations to get you to buy their magazine. We must assume that the collective ideas of a complete staff of a publication are thoroughly digested before it is completed for your approval. Assuming this is the case, let's listen in on a purely hypothetical example of an executive decision-making meeting at one of the largest publishing firms in magazineland, Diff-Zavis.

This meeting for Pscycle Magazine is being headed up by P. T. Corporal, a man well known for his fashionable attire and more fashionable quotes. Two for which he is most remembered are: "Racing doesn't sell motorcycles," and "Motorcycles are dangerous, but if you're over 35 and ride a motorcycle, you won't

get hurt."

Also in attendance is editor Chef Nelson, Phil Pepper, executive editor, managing editor Dayle Baller, senior editor Gordy (who loves ya?) Jennys, and, last but not least, ass. ed. David (do it in the dirt) Wholeman.

P.T.: I've called this meeting because some guy named Funky wrote me a nasty letter and said we don't pay any attention to motocross. I know that's impossible to believe, since we're *numero uno*, but if he thinks that then maybe there're a couple more readers who think the same. Am I correct in my thinking?

Gordy: Absolutely, P.T. I'm sure that we all agree with what you're saying, and that it's logically assumable that if one so-called reader wrote to you with such a complaint, then, by the theory of extrapolation, we must deduce that over 100,000 would be a number to correlate with to determine the final count. Since this is a fact, we must also suppose

that you wouldn't have asked us this question without having a solution to help our lagging motorcross readership. Right, P.T.?

P.T.: Gawd, you're so perceptive Gordy. I wish you others would take heed of Gordy's awareness and try to emulate his thinking. . . . David! If you're going to get sick, then at least use the basket. . . . Let's see now. Oh yes, my solution! I've been doing a lot of thinking about this nasty letter—such vulgarity!—and I've come up with a dynamite idea. We'll give a SR5 Long Bed Toyota mini truck to a top motorcross rider at the USGP at Carlsbad. How's that for something unique? Dayle, not on the carpet, use David's basket! What's wrong with you guys? Did you both eat at the same place?

Chef: It's probably the swine flu; P.T. Your brilliant solution probably caused them to overreact, thereby triggering a physical reaction of latent swine flu germs. Since the time is so limited P.T., how are we going to let our readers pick a motorcrosser for this award?

P.T.: Chef, when you're number one *you* tell them. They don't tell you. Don't you ever listen to Gordy? You're the editor, you know. I shouldn't have to be giving you these tidbits of excellence. Your readers want motorcross and you're letting them down. You should be coming up with . . .

Chef: But P.T., one letter . . . Funky . . .

P.T.: Chef, you aren't listening . . . this meeting is to determine who shall receive this prestigious and magnanimous award, and I'm open for suggestions—although I've got some of my own. What do you think about Evel Knievel? . . . David, this is getting ridiculous! No one can be that sick.

Chef: How about Bugsy? He's a motorcrosser.

P.T.: Bugsy who? That wouldn't look too good on the side of a Toyota.

Chef: Well, Kenny Roberts would look pretty good and . . .

P.T.: No, no, no, you really aren't into this motorcrosser thing, are you? Haven't you ever heard of Arthur Browning? . . . Gawd dammit, Dayle, swine flu or no swine flu, you're going to

have to get hold of yourself. Gordy, You are being uncharacteristically quiet, don't you have any ideas?

Gordy: Gee P.T., I thought your idea of Evel Knievel was pretty good, and I don't see how I could top that. It'd look great on a Toyota. I think I'd like to do a story on the Toyota ignition before we give it away, though.

P.T.: Good idea Gordy, our readers would like that. Do you want to say something Dayle? I see this look of apprehension on your face. Do you still feel ill?

Dayle: I don't want to be ir-

relevant, Mr. Corporal, but if memory serves me I seem to recall this having been done already. I think it was that obscure publication called Motocross Action.

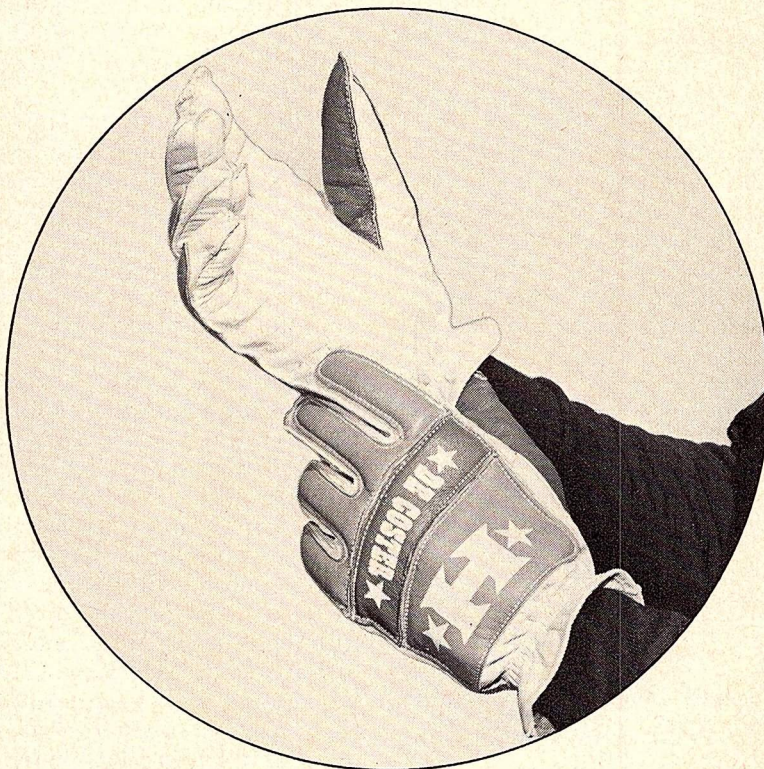
P.T.: Dayle, I've told you before, you can call me P.T., or Colonel if you like. It doesn't matter about that Motocross Action, since we aren't worried about the competition of European magazines. I was just reading one of the other rags recently and the name Marty Smith seemed to be mentioned a lot and . . .

Continued on page 64

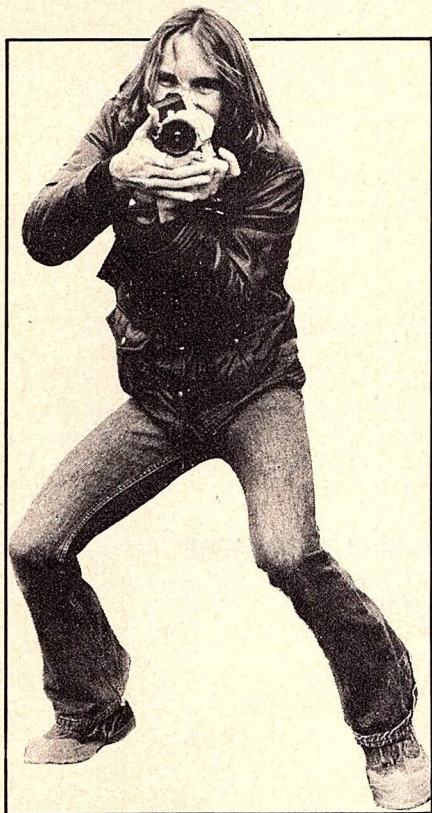
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baz's box



by paul boudreau

Have you ever wondered what decent, churchgoing folks do when they get the urge to partake of a little Sunday morning motocross but don't want to miss church? Well, for a long time I did, too, until I saw this ad in *Cycle News*®:

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"No insurance, but if you die, you'll go
to HEAVEN!"

That was a new one on me. Naturally, I went to check it out.

I don't know how sanctified the ground is at the river bottom, but it sure makes gigantic, sandy berms. Wheelieing around in it is fun anytime, but the riders' meeting was the strangest I'd ever been to.

The Preacher stood in the back of a mini-truck wearing a striped referee's shirt with a clergyman's collar and spoke with a promised land twang.

"Free-unds, welcome to the Church of the Holy Holeshoot. We sure hope y'all are gonna in-joy this day of racin' and preachin'. Now, y'all know the rools: Namely, no kickin' or eye-gougin' and try not t'poke at each other too much in the turns. And no daddies allowed on the track while the minibike races are a-goin' on. Y'all 'member what happened last week.

"Now, before y'all get on with the racin', let's all bow our hee-aids and say a little prayer. 'Dear Low-ard, help us to find the patience and the understandin' t'make this day fun fer everybody. Per-tect us from bustin' up our bods and while You're at it, see what Y'all can do about keepin' our bikes together, too. Amen.'"

"Amen." I was surprised at how many people in the congregation (I guess you could call it that) echoed the "amen," including myself.

"Now y'all hunnert juniors get yer bikes up to the startin' line and I'll get on with the preachin' while y'all gets on with the racin'."

It wasn't but a short time later, the first race of the day pitched completely sideways into the first turn.

"Hallelujah and praise the Lord! There goes the first moto of the hunnert juniors!" It was the Preacher announcing over the loudspeaker. "And it's little Nathan Goodtuffy with the holeshoot. Now free-unds, there's a good example of what lovin' the Lord can do for you. Just before the race little Nathan came up to me and said, 'Rev. Jacob, I feel so good today 'cause I got the love of Jesus in my heart. I'm so full of love and I feel like havin' some fun racin' today.'"

"Well, there he is, friends; little

Nathan Goodtuffy roostin' all over everybody 'cause he's got the love of Jesus in his heart."

Cries of "Praise the Lord" and other small emotional outbursts rippled through the pits. All eyes were on little Nathan Goodtuffy. Suddenly, he pitched it totally sideways off a drop-away known locally as "The Basement Express" and did six cartwheels into the woods. The resulting explosion of branches drew a groan from the congregation joined by the disturbed chatter of the local squirrel population. Little Nathan stumbled out of the woods, smiled a big toothless grin and flashed a double peace sign.

"Now, see there, free-unds?" said the Preacher softly. "He don't mind crashin' his brains out 'cause he's got Jesus in his heart. He knows we sometimes can't understand the ways of the Low-ard but that's why we tie mattresses to the trees."

The congregation gave out a few "Hallelujahs" and a couple of "Amen."

"Now it's Ned Nodbuster in the lead. Y'know, just the other day I was a-talkin' to Ned's daddy and he said . . . Wait! Lord above! Who's that a-comin' through the pack like a storm from Heaven above? Jumpin' Jehosephat! It's that crazy kid Peter Puckbiter and he's a-gone completely berserko. He's reelin' in the leaders like the Good Shepherd gatherin' his sheep.

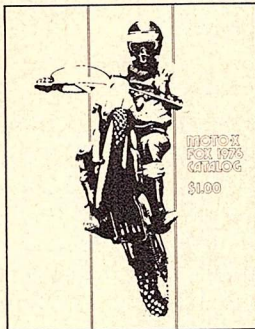
"Oh, Lord a-mighty, he's almost got off goin' over 'Lunatic Ledge!' Look at him go! He's up to fourth place. May the Saints preserve us! He nearly flipped wheelieing over 'The Roller DeCoaster!'"

It sounded like Peter Puckbiter wasn't the only one losing control. The Preacher screamed into the microphone, "Everybody! Everybody get down on your knees and pray for Peter Puckbiter! Oh Low-ard, smile down on that crazy kid, Peter Puckbiter, who is now in third place and moving up on the leaders. Give him the courage he needs to keep that pile he's a-ridin' from pitchin' him to his final judgment. Amen."

And they called out from the pits and the fences, "Amen!"

"And now, my dear, dear free-unds, as we watch crazy Peter Puckbiter miraculously save it

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after doin' a flyin' 'W' tank-slapper through the mudhole just like Moses leadin' the Children of Israel through the parted waters, the good Sisters of the Blessed Bermshot will pass among you so that you may give of yourselves an offerin'. May I remind you of how desperately the church van needs new speakers for its quad stereo. I ask you, free-unds, to dig deep so that Rev. Jacob can listen to those old-time gospel tapes as he's a-drivin' around on the Trans-Am, spreadin' the Word."

What Rev. Jacob didn't know, however, was that gospel music was the only thing they played on the radio outside of California. So, seeing how Peter Puckbiter's pipe was starting to fall off and I had given all my money away to the poor (the poor guy behind the parts counter), I split to the nearby straight church to see if they were doing it any weirder.

I got there just in time for the sermon. The minister stepped up to the pulpit, adjusted the microphone and began in a most righteous tone, "Free-unds..."

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dirt

by holbert holquist

If some of you noticed something funny about the caption on last month's Bermshot, it's because the dingbats that strip the magazine substituted the same one used the month before instead of the new title. Anyway, Rob Bishop gets the money and credit. Sorry Rob.



"WHAT MEAN 'UM WFO?"

★ ★ ★

As long as we're into oops-type things, Dick was thoroughly chastised by Mr. Lujan of the Mexican Federation of Motorcyclists for MOTOCROSS ACTION identifying the Aztec Emperor, Cuahutemoc, as King Kamehameha in the July issue. Dick was in Baja wearing his MXA T-shirt and Mr. Lujan straightened him out as to who was adorning his trophies. His excuse of being innocent of writing the blurb didn't carry much weight. The Gods must have been angry, because he didn't get three miles before blowing the gearbox!

★ ★ ★



WHAT DOES BILLY GROSSI DO WHEN HE REALIZES HE HAS TO GO TO THE PORT-A-CAN JUST BEFORE THE START?

He goes for it.

★ ★ ★

WEINERT OUT

While riding in practice at the opening round of the 500cc AMA National at Maryland, defending champion Jimmy Weinert was struck in the right knee by a rock roosting off the tire of another bike, shattering the kneecap and his hopes for winning his third consecutive title in that class. Ironically, the rock flew up from Tony DiStefano's Suzuki. With Weinert out and one more race to go in the 250cc National Championship, young DiStefano is now virtually assured of his second straight title. Weinert, Team Kawasaki's number one rider, will be in a leg cast for up to five weeks and it is doubtful if he will be able to race in any of the 500cc championship events. But "The Jammer" still has his sights set on winning the 1976 Trans-AMA. "In order to gain, you have to feel the pain," said a slightly dejected Weinert. "Without the painness, there is no gainness."

★ ★ ★

BAD LUCK BRAD

After crashing in the first turn of the first moto at the Austrian Grand Prix, sticking his throttle

and blowing up his 360 works Husqvarna engine, Brad Lackey commented on the luck that has been hindering him in his third pursuit of the 500cc world title: "When I'm going for it and feeling on top of everything, the bike breaks. When I'm riding like shit, the bike is a rocketship and wants to go all day."

★ ★ ★

NYLON/LEATHER CONTROVERSY CONTINUES

In a letter to us, Carmen DeLeone, President of Full House Motorcycle Specialties, states that his number one rider, AMA 250 National Champion Tony DiStefano, has informed him of the FIM's proposed ban on the use of nylon protective pants. He states further that he is contacting the FIM, the sanctioning body for world championship motorcycle competition, through the AMA to learn their objections to the use of nylon.

Full House markets a line of nylon protective pants for motocross.

The major objection to nylon has been that at a certain temperature, say in the middle of a gasoline fire, nylon melts and fuses with human skin making skin graft repair virtually impossible. DeLeone points out that most leather pants are lined with nylon. He's got a point there.

★ ★ ★

NEW MOTOCROSS FILM

A production company called Zephyr Films announced the completion of its first feature-length documentary film titled "One Chance to Win." It follows the racing and behind-the-scenes action of the 1975 AMA National Championship motocross series to the deciding event in New Orleans, Louisiana. It features Jimmy Weinert, Pierre Karsmakers, Marty Smith, Tony DiStefano and Billy Grossi and was also filmed in Ohio, New York and Virginia. Pan American Distributors of Dallas, Texas, has acquired sole distribution rights. Interested parties can contact them at (214) 661-5198.

★ ★ ★



Eierstedt



Croft

HONDA HAS THE POWER

Reports from the National Championship circuit indicate that the factory RC-type Hondas are the horsepower machines in the 250 class. Both test riders Rich Eierstedt and Tommy Croft have reported that they are able to pass any bike on the track in a power situation. The only thing now keeping the Hondas back seems to be suspension, but that may be changed by the introduction in Europe of the "Type 2" factory Honda prototype for Pierre Karsmakers' World Championship bid. It features laid-down rear shock absorbers, like on the RM Suzuki production bikes, and a new long-stroke 400cc engine. Look for the Type 2 Hondas to be in this country for the Trans-AMA.

★ ★ ★

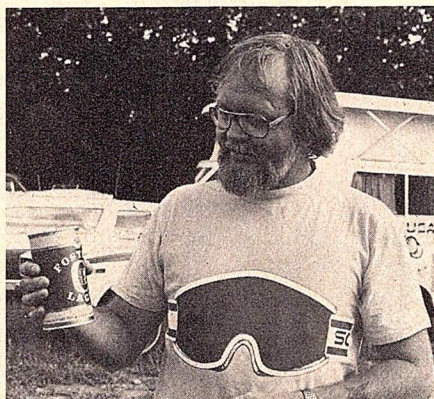
HANNAH GOES NUTS

First-year rookie Bob Hannah of Whittier, California, passed Jim Weinert in the final laps of the last moto to win the 250cc AMA National Championship event at Keyser's Ridge, Maryland. The following week he swept both motos of the Buchanan, Michigan, 125cc National Championship round to score his second straight National victory and his third of the season. Hannah was signed by the Yamaha factory after he won a lot of races last summer in SoCal.

Not to be outdone in the Open class, Hannah came in second be-

hind Kent Howerton in the opening round of the 500cc AMA National Championship at Mexico, New York.

★ ★ ★

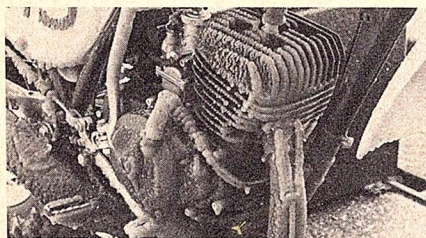


McGee

McGEE DRINKING QUESTIONED

It has been pointed out to the editorial staff that some recent photos of Scott Goggle representative Don McGee appearing in this magazine have shown him with containers of beer pressed to his lips. It has been pointed out that from these pictures some people might get the idea that McGee is always drinking at the races. This is certainly not the case. As a matter of fact, as the accompanying photo shows, McGee was observed at the Allentown, Pennsylvania, 250cc National for a short period of time holding a can of beer almost an arm's length from his mouth. This is the farthest the brew has been from McGoggle since the 1975 Unadilla Trans-AMA when he tumbled out of the back of a station wagon and his can of suds rolled a measured 632mm from his face, which is the standing AMA record.

★ ★ ★



WATER-COOLED AIN'T NOTHIN'

Tim Finn of Swellsville, New York, discovered this better way of cooling your engine. They sure as hell don't know how to do *this* better in SoCal.

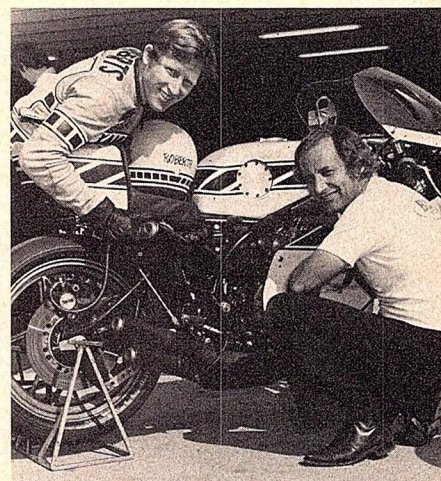
Speaking of SoCal, it's interesting to note that out of the top ten finishers at the Allentown 250 National, only four were native Californians and they were at the bottom of the list. Meanwhile, eight out of the top ten at the Buchanan 125 National were California boys. So what?

★ ★ ★

HANSEN HOT IN CZECHO

Torleif Hansen used a consistent 3-2 score to cop overall victory in the Czechoslovakian round of the 250cc World Championship. American Jim Pomeroy, who finished fifth in the first heat, crashed early in the second moto and finished out of the points. Vladimir Kavinov, the Russian, and Jaroslav Falta shared moto wins before the huge crowd of 80,000 screaming Czechs.

★ ★ ★



ROAD RACERS GO SILENT

Two-time AMA Grand National champion Kenny Roberts of Villa Park, California, and many-time world champion Kel Carruthers of Australia, chief tuner for the Yamaha factory team, display motocross-style silenced exhaust pipes fitted to their Yamaha road racer. The new mufflers will take a few horsepower from the radically-tuned, water-cooled engines, but a lighter frame makes up the difference.

★ ★ ★

AMA WINS HELMET LAW BATTLE

The American Motorcycle Association took pleasure in announcing that on May 5, 1976, in a

Continued on page 60

mailentries

TEAM YAMAHA

Dear MXA:

Your article on Bob Hannah and Rick Burgett (June) was fantastic. Yamaha really showed they knew what they were doing when they signed these two rookie youngsters.

Len McGill
St. Louis, Missouri

(It's a wonder. - ed.)

Dear MXA:

Bob Hannah is the greatest. He can do anything. He won the Florida Series open class, the first two 125 Nationals and a 250 National. Maybe they should try him in flattrack and road race.

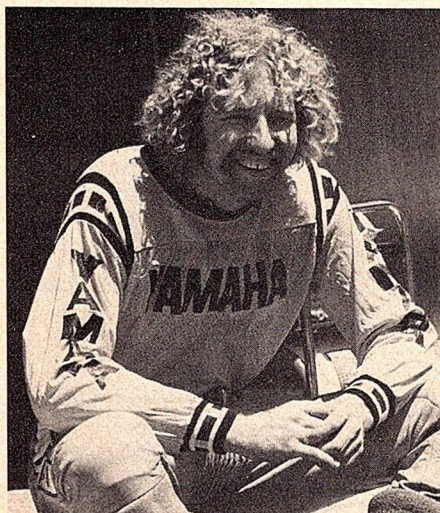
Simon Wayne
Westchester,
Pennsylvania

(I hear Kenny Roberts is hot on a TT500. - ed.)

Dear MXA:

Hannah and Burgett are hot, yes indeed. But what about the third member of Team Yamaha, Danny Turner? Show me a picture of him because I hear he's foxy!

Sandy Clinton
Norwalk, California



Danny Turner

Dear MXA:

You said the only reason Monte McCoy beat Burgett at Cocoa Beach was because Burgett had food poisoning. That isn't true. Burgett busted his ass but just couldn't handle McCoy that day. If Hannah and Burgett were on stock Yamahas, the results of the Winter Series would've been different.

Anonymous
St. Pete, Florida

(So would Hannah's x-rays. - ed.)

To the Ed.:

Why did they change Rick Burgett's nickname from "Lumberjack" to "North Wind" in the Yamaha ads?

Pete Rossinsky
Tacoma,
Washington

(It all started shortly after Burgett had consumed a giant bag of salted nuts and four cans of beer ... - ed.)

CR125 TEST

Dear MOTOCROSS ACTION:

I am writing to compliment you on your ultra-fine piece of writing about the Honda CR125 Elsinore in your June issue. Each sentence flowed with the smoothness of a sixth gear sweeper. It couldn't have been written about a better machine.

Bob Ireland
San Jose, California

(Thanks, Bob. You know what they say about enough monkeys in a room full of typewriters. - ed.)

Dear MXA:

If the Honda CR125 is such a

lousy bike, how come it handles so good?

Jim Peterson
Elkland, Wisconsin



Dear MXA:

If the CR125 Elsinore is such a great bike, how come everybody says it handles like a pile?

Bob Greene
Melbourne,
Australia

(I see you guys have been reading those other magazines again. - ed.)

Dear Editor:

I don't see how, in your CR125 Honda test, since the fork stanchions are 5mm thicker, "the pursuit of lightness and quickness sacrifices a degree of smoothness."

Robert Watkins
Los Angeles,
California

(You don't see it? It's very simple, Bobby. Um ... - ed.)

THE FANTASTIC IDIOT

Dear Baz:

We received your ransom note yesterday and my parents don't have enough money to get my sister back.

Dave Alexander
Millbrae, California

(She doesn't want to go back. - ass. ed.)

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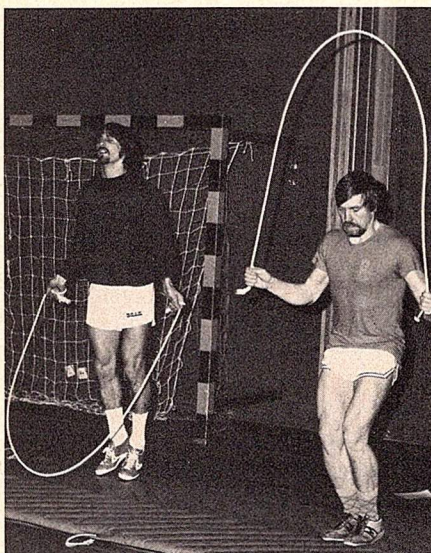
Downey, California 90241

TRAINING IN SWEDEN

Dear MXA:

Your article on Husqvarna's winter training camp (June) was excellent. I'm glad to see one of the magazines showing there's more to motocross than just jumping on a bike and turning up the gas.

Doug Van Rye
Van Nuys, California



Dear MXA:

Your June feature on Husky's winter training camp in Sweden serves as another example showing how much dedication and determination it takes to become a champion. Only one American, Brad Lackey, has it. Maybe some day he'll be the champion.

Manuel Ortega
El Paso, Texas

Dear MXA:

Looks like a lot of work to me.
Bob Henderson
Santa Monica,
California

Dear MXA:

Is sex, food, sleep and motorcycle riding the order in which Buzzer trains?

Bruce Timm
Tallahassee, Florida

(Baz says the first thing he does every morning is wake up. - ed.)

Dear MXA:

I buy just about every dirt

Continued on page 66

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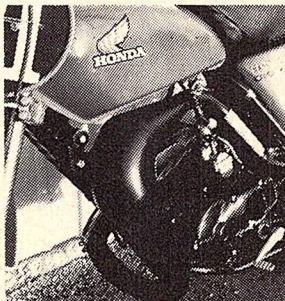
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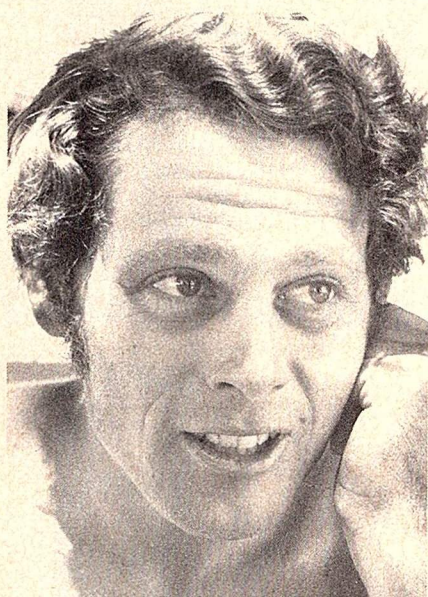
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FOR CATALOG

wing nut



by al baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

MONOSHOCK MADNESS

I wonder if you have any information on companies reworking a 125 monoshock to eight-inch travel for a minimum amount of money.

David Buhn
Sweethome, Oregon

I'm sure all you monoshock owners have discovered by now that your rear suspension could use a little help. Tom White and his brother are heavily into suspending monoshock units. As far as I know these two are the only authorities who design, develop and test their own monoshock products.

You can contact them at:

*White Brothers Cycle Specialties
11611-M Salinas Dr.
Garden Grove, California
92643
(714) 638-1653*

BECOMING A PRO

I decided to write to you guys 'cuz you know it all.

I am 16 years old, have a job, and have been racing MX for about three years. I build and repair all my bikes and am completely independent. When I first raced I did very well in the Mini-Nationals. I know how to race and by this I mean I know how to pace myself, when to keep cool and when to really go. I take excellent care of my bike and by no means am I a Mickey Mouse mechanic.

I am good with two- as well as four-stroke engines and I plan to go to a motorcycle training school to expand my skills. What I'm trying to decide is whether or not I have great potential in either racing or repairing race bikes. How can I get into the pro scene either way? I have made up my mind and am totally committed to making motorcycles my life, along with the consent of my parent which I already have.

Who can give me that first step into serious pro MX racing? I now have a partial sponsorship with Kochy's Suzuki (who have been very nice to me) on my '75 RM125.

Scott Payden
Solon, Ohio

As I look back to when I was 16 years old, I remember being in the same position. The only difference was I had to muscle around a 300-pound Triumph until some decent two-strokes evolved. I'm glad to hear that someone else adheres to the motto, "Do it right or don't do it at all." My strong advice is for you to complete your high school education to your best potential. Study motorcycle mechanics in a summer class. As far as riding goes, you should practice two serious 45-minute motos twice a week on a practice bike that has somewhat stiff or bad suspension. This will shape you for a serious weekend event. Now when it comes to racing, if you are centrally located, you can make most of the big races in five or six states; concentrate on the big ones.

You mention that you are completely independent in your racing effort, and I'm sure you're proud of it. If you are as good as

you claim and have the potential of being a champ, you must realize now that your time is very important and at your age, is worth a lot. What I mean is, if you are working low-paying side jobs to support your racing career, you're in the wrong direction - I've been there. If your parents, sponsors, or even friends can see a future racing career in you, serious thought must be given to planning and financing your racing effort. I know of many successful pros who now have to sacrifice a percentage of their income, for investments their sponsors made in them years ago. If you have the talent but not the financial backing to make it over the hill to become a well-paid professional, this is one way of making it. I've never seen a super pro make it on his own.

Motocross in a sense is like show business, and you must be flamboyant and put on a good show, especially when you win. Be different and be looked up to by the other racers. Make yourself a resume or even a press kit to approach sponsors and racetrack promoters with. State what you can offer and what you need from the sponsor. Then supply info and pictures to all racetrack promoters who can in turn print this in their programs and give you free publicity. If you're really serious and know you're going to make it, try everything you can - because the pros who made it did just that. If someday your racing effort fails, then consider a motorcycle mechanic trade.

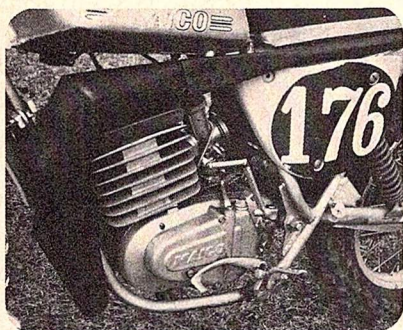
LOOSE CROWN NUTS

Since you're such a squid, Baker, I've got a squid question for you. I've recently purchased an XR280 Honda built by Bill Bell at Long Beach Honda. The bike came with modified Betor forks. Since the day it was broken in, the large nut at the top of the fork stem continually comes loose. I loosen the stem's pinch bolt and tighten each nut respectively. No luck, it still comes loose. Why?

Leslie Klug
El Toro, California

It seems everyone goes through this eventually. The problem is not with keeping your stem nut

MOTOCROSS / SEPTEMBER 1976



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tight, but is keeping your lower and upper crowns tightly compressed. When play or slop occurs between the chassis and fork assembly you must snug up the large nut just above the upper stem bearing. This will reduce any slop. Don't overtighten it or your steering will become stiff. Tightening this nut is not all there is to it. First loosen the stem's upper pinch bolt and the large stem nut. Then loosen the pinch bolts that clamp the upper crown to the fork tubes. Now snug your stem bearings together with the large thin nut under the top crown. Pull down the top crown by tightening the large nut on top of your stem. To insure that the upper crown has compressed closer to the lower, use a fiber or brass hammer to tap down each end of the crown. Tighten all pinch bolts last.

'76 CR125 TIPS

I just bought a 1976 CR125M2 and it has trouble keeping the power on the ground. Did you experience the same difficulty on the test 250, and did the Works Performance shocks solve the problem? Also, do you make a fork kit for the 125 like you do for the 250, and does it increase the travel? The CR125M2 already has 7.9-inches of travel, which is plenty for me, but the forks don't have progressive damping. If the Works Performance shocks don't keep the power to the ground good, how about Marzocchis, or do you have a better suggestion? Do you know if there are any remote accumulators available for the Showa-Honda shocks?

Tod McClure
Council Bluffs, Iowa

When I first tested the new CR125M2 I was very impressed with the horsepower. The only problem I found was keeping the motor in the horsepower range. Once I was in the range, the rear tire seemed to spin, hop and kick to either side, especially when under acceleration. This meant only one thing to me - the damping action of the stock shock was not moving quick enough to follow every little bump on the track. The Works Performance shock did work well on the

Continued on page 67

trick

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All Our Shocks Come Set-Up & Ready To Bolt-On!

KONI - \$55.00	W/Springs	\$63.00
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BOGE/MUL LTG Complete/Gas springs		\$125.00
BOGE/MUL LTG W/springs		\$95.00
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FOX SHOX W/springs		\$99.00
MARZOCCHI GAS W/springs		\$89.00
S&W FREON Shocks W/springs		\$77.95
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SPECIAL REWORKED BOGE/MUL SHOCKS		
(New Rebuildable Shocks-set up with gas cells, improved dampers and no fade oil. Has better damping characteristics than Boge/Mul LTG - better pricing too).		
	w/Springs	\$85.00

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Specify Make, CC & Model. Kit comes complete for maximum travel Pro-Class damping

CR-125 - 34 MIK KIT \$47.00

A must for modified bikes. Substantially improves power band on un-modified models. Comes with high-volume intake manifold, gasket, air boot and special clamps.

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YOKOHAMA SUPER DIGGERS For XR75, YZ80.
360-14 - \$18.95 360-15 - \$19.95 360-16 - \$20.95

HEAD GEAR

Scott Goggles - \$10.15	Scott Face Mask	\$ 6.50
Scott Goggles with face mask		\$14.95
Mikkola Rock Guard - \$6.95	Bell RT -	\$32.95
Bell Super Mag - \$47.00	Bell Moto Star	\$58.00

MR 175 GOODIES

BASSANI MR 175 Up-pipe (Max. H.P.)	\$55.00
520 CHAIN KIT (Sprockets & chain)	\$37.00
S&W L/Travel Fork Kit	\$23.00
34 MIKUNI Kit	\$47.00
Super Cool Radial Head	\$37.95

SPECIALTY ITEMS

YAM TT 500 Down Pipe (BASSANI) (15 to 20% boost in power)	\$50.00
YAM TT 500 Skid Plate (GRAHAMS)	\$25.00
RM 125, 250, 370 Skid Plate (GRAHAMS)	\$25.00
"TIGHTEN-UP" Chain Tensioners	\$18.95
GOLD BELT Kidney Belt	\$15.50
Quality Rubber Fork Boots/Red,Blk,Yel,Bl.	\$ 6.95
CR-125 Rod Kit	\$21.00
CR-125 520 Kit (Chain & sprockets)	\$35.00
CR-125 Factory Pipe (Max H.P.)	\$48.95
Skyway Freon Cell Kit	\$ 9.50
Breezer Tire Tool	\$ 6.95
Pro-Tec Chain Tensioner (All models)	\$18.95
Jofama Shoulder Pads	\$34.00
Jofama Gloves-\$19.00	Tibblin Gloves \$26.95
32 MIK KIT/XL250	\$62.00
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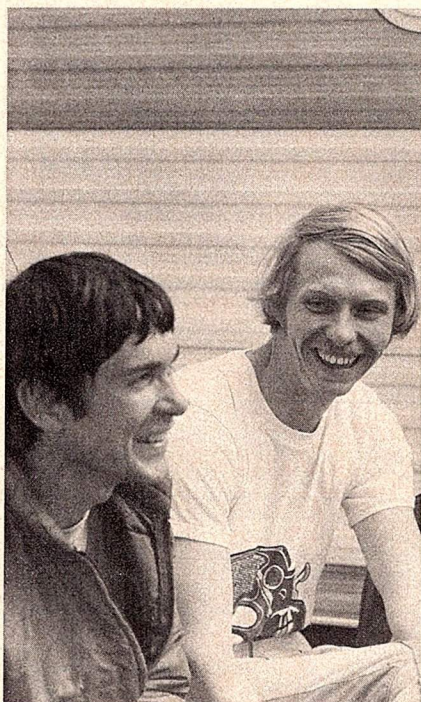


THE COMPANY RACERS BELIEVE IN

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little things about people who make motocross neat

TEAM MUD

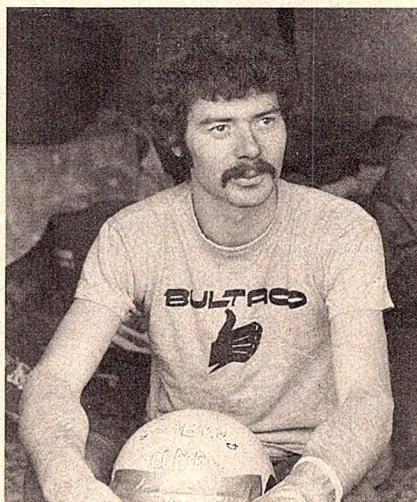


Tracy rides a Husky, Randall rides a Maico. Together they started out on the 250 National MX Series to see how they do. If either or both of them do well, they'll go onward. If they don't do so hot, they'll probably shine it on and head home.

Home is in Redland, Oregon, for 25-year-old Tracy "Pistol" Lantz, and in Bend, Oregon, for 20-year-old Randall Limbeck. Although both are self-sponsored, Torco Oils and Cooper Motors turn them on to enough stuff so they can get from race to race.

What are they hoping for this season? Rain, and more rain. Coming from ever-soggy Oregon, both Tracy and Randy are complete, full-on, feet-up mudders, and can blow off some heavy names when the tracks get wet and wasted. If the weather is "right" this season they just might hang in there. If not, they'll keep on tryin'.

PAT SNYDER

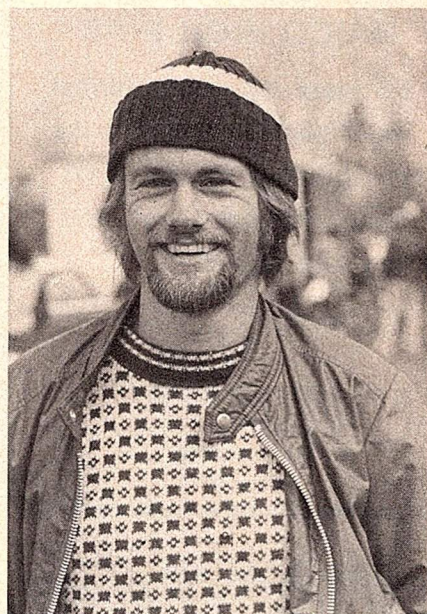


After icing the competition on the unique tracks dotted throughout his home state of Alaska, 19-year-old Pat Snyder, along with a 250 Husqvarna, his mom, dad and a Dodge van stuffed with all sorts of racing paraphernalia, trucked south from his home in Fairbanks to compete in the 250 Nationals. It was number 210's first attempt at big-time, full-on, name-in-lights professional MX.

He collided with the rest of the show at the Omaha track but never got to really gassit, as his Husky broke on him. At Kansas, once again Pat DNF'd. Finally, at Texas, the bike stayed together long enough for Pat to gas his ass off in the qualifier, but not quite enough; he didn't make it. After all that, he went out and beserked himself into plaster for the entire winter season by breaking his wrist.

That was last year; this year he's out of his cast and onto a 250 Bultaco, ready to try his luck once again. Pat may even give the 500 class a try. If he can make it all the way to Virginia, he can pick up a ride on a clean 360 Bul, waiting just for him. Hopefully, things will go better this time around.

ANDY BAINES



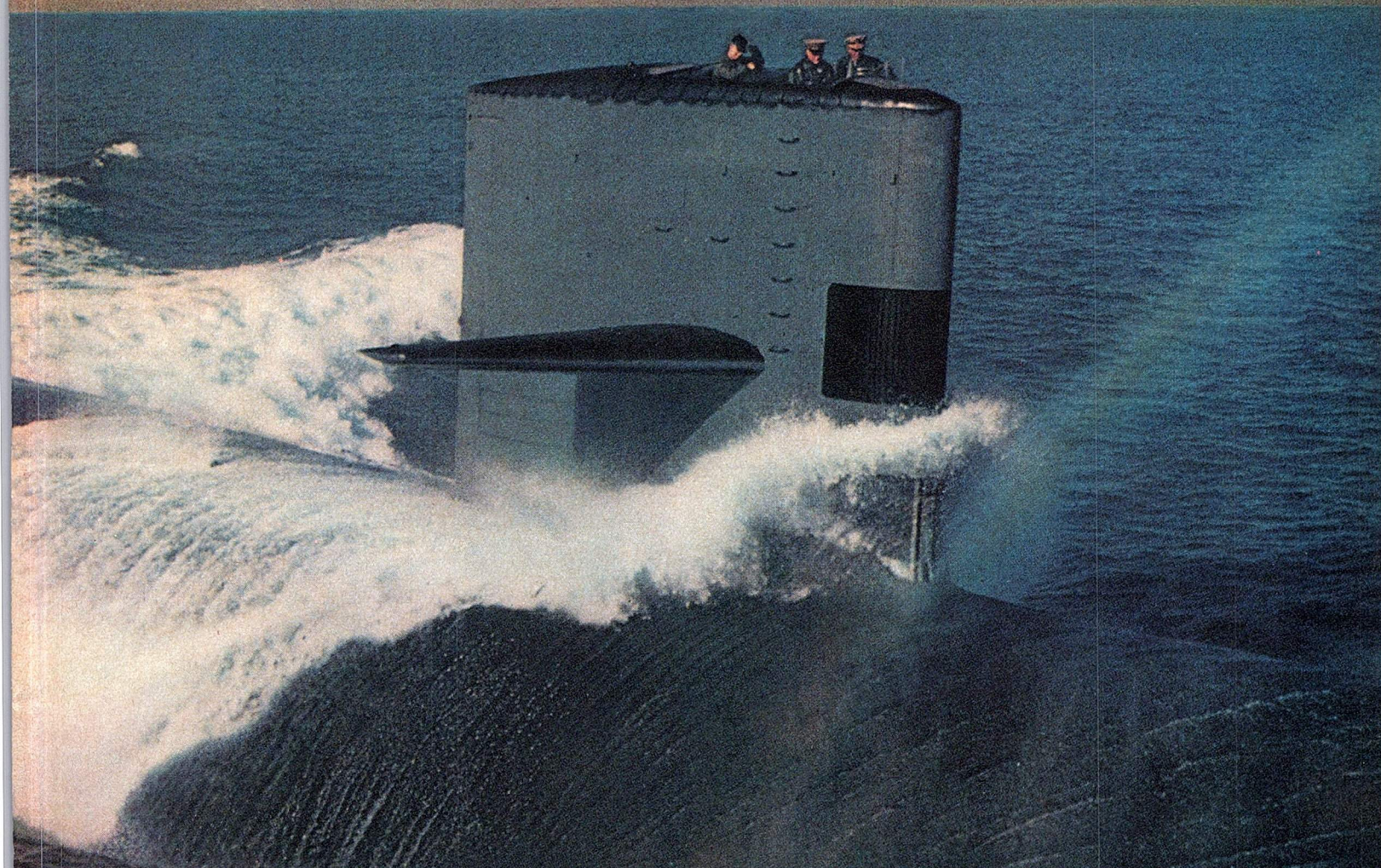
"The British are coming!" Our country's Bicentennial celebrations will be evident even in professional motocross this year as Englishman Andy Baines mounts his mighty Maico to do battle in the 500 AMA National championships.

Coming over to the Colonies for the 1973 Trans-AMA, Andy decided to stay for a longer visit and chose the plastic madness of Southern California for his home.

While dukin' it out on a Maicow with the local pro hotdoggers, he quickly adapted to hard, SoCal tracks, pizzas, Van Nuys Blvd. and smog.

In June of '75 he was almost deported back home, but by using his British charm was allowed to stay, and now he's "back for good." In the Spirit of 1976, he's hitting the road again, riding an open class Maico for Murphy Mufflers of L.A. After 200 years, the English are ready to challenge the Americans once again on their home turf, and maybe this time they'll win.

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If you're just looking for a job, you can probably take your pick of thousands. But if you're also looking for adventure, the field suddenly narrows. To the Navy.

In the Navy, a job means more than a good paycheck. It means the opportunity to see places like Italy, Spain, Morocco, Hong Kong, the Philippines and Hawaii. It means working on some of the most advanced technical equipment devised by man. It means doing a job that really counts, with guys who count on you to do it.

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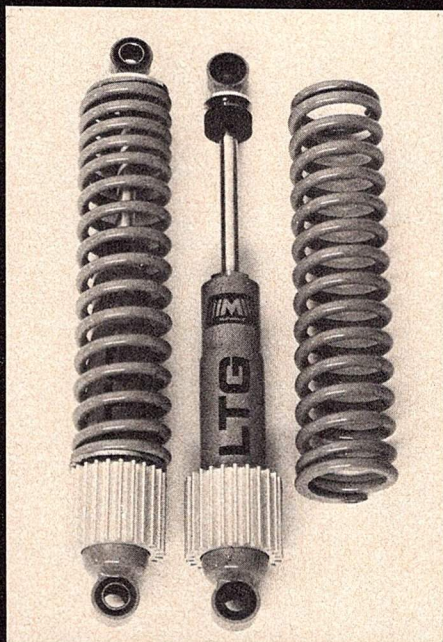
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tricks from the trade



GAS ASS

Mulholland Shocks' latest concept in rear end suspension is the LTG (Long Travel Gas) Shock. It is rebuildable, adjustable and, get this, the cooling fins are vertical instead of horizontal so no mud or dirt can collect on them. Definitely a true motocrosser's design. Progressive and straight wound springs are available in a variety of ratings for the LTG to keep you properly sprung for whoop-whumpin' and gully-jumpin' on the track. To learn the inner secrets of six-stage valving, the price of the LTG, and other entertaining information, write to Interpart Corp., Dept. MXA, P.O. Box 390, Gardena, California 90247.



M-XICO

Here's the new, muy bueno line of serious motocross racers from Carabela. The Series-Two 125 has been significantly updated and sanoed. It has a six-speed tranny, laydown Freon gas cell shocks, Betor forks, D.I.D rims, a 32mm GP carb, and mucho other el-tricko items.

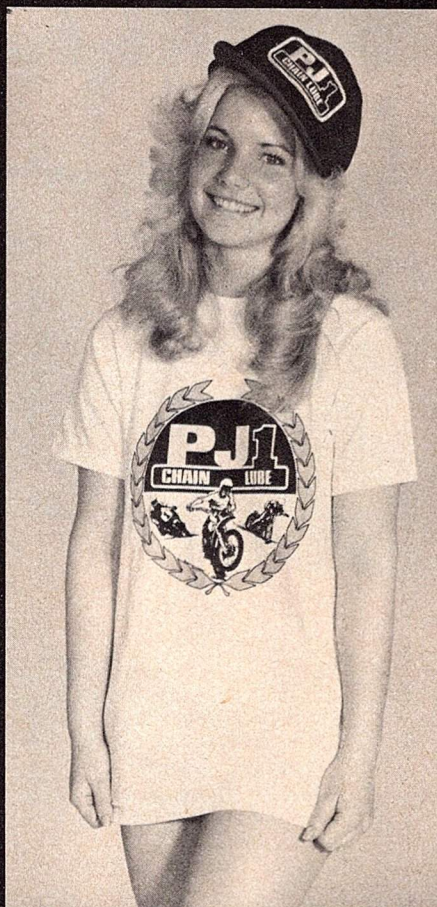
The 250 Centauro is all-new from the high-chrome content steel frame to the six-port large-finned cylinder. The 250 is also equipped with eight-inch Betors, gas shocks, D.I.Ds, and the amazing, new, piston-type kickstand. The Carabela factory is cranking out 175 and 450 Series Two racers also. For complete specs, write to Carabela Motorcycle Corp., Dept. MXA, P.O. Box 35, Alpha, Ohio 45301. Hasta la vista!



GOODBYE STICKIES

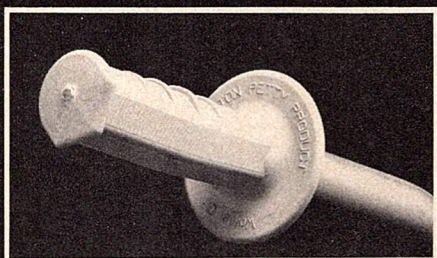
Who knows what bizarre happenings go on in the back of a motocrosser's van? The Buzzer knows, and so does anyone else who walks by. Curtains are cool, but these Van Louver covers are angled so you can see out from the driver's seat, but no one can see in from the outside. Tricky. For \$49.95 you can hide your top-secret factory bike, conceal between-moto activities, and

buckle up your Full Bores in privacy. If you want to know more, write to Simpson-Aunger Inc., Dept. MXA, 22630 S. Normandie, Torrance, California 90502.



DIRT SHIRT

This is the new PJ1 Chain Lube T-shirt. It comes in all sizes and the three-color design is on both sides. Wow! There's Roger De-Coster doing a cross-up right on front. Wouldn't you look spiffy wearing one of these? Wouldn't she look spiffy without her's? \$3.95 for the shirt or the hat, girl not included. If you really want one, write to American PJ Co., Dept. MXA, 15840 Ventura Blvd., Encino, California 91436.



HEXIWAFFLE GRIP

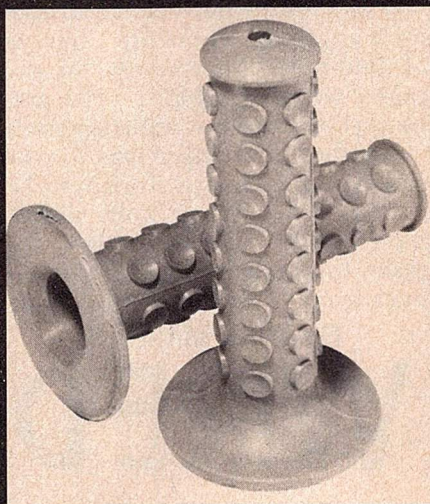
All-time motocross great Preston Petty spent countless hours

alone at night in his laboratory contemplating the palm of his hand, searching his injection moulded brain for a design that would revolutionize the handlebar grip. Suddenly, a light bulb clicks on above his head: Ideal! Why not shape the outside of the grip like the inside of a palm? Results: The Preston Petty Works G.P. grip. Fantastic! Can't ya just hear the cannons booming? Incidentally, he calls them "works" 'cause they works. You can get a pair practically anywhere.



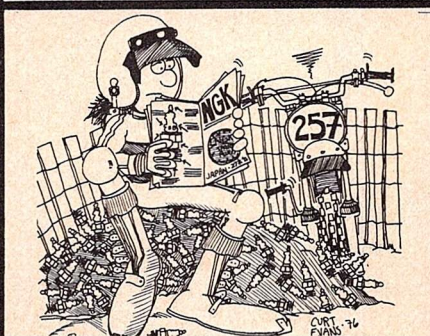
SAVE YOUR SKIN

This guy is ready for anything. He's wearing new Jofa protection equipment, including the MX International shoulder guard and chest protector, MX elbow guards, knee and shin guards, the famous Jofa puss protector and a Goody Guard to prevent a fatal case of the sad nads. The only thing he has to worry about is drowning. Inquire at your local dealer about the complete line of comfortable, lightweight protection equipment from Jofa, a subsidiary of Volvo marketed through the Swedish auto maker's Recreational Products Division in Norwood, New Jersey.



SQUEEZE ME

Tired of sore, blistered, aching hands after a long race? Do you suffer from occasional cases of wrist fatigue when you're trying to gas it? Are you losing your grip on life? If so, you are like hundreds of other Americans, and DG Performance Specialties may have the answer for you. Let their new synthetic rubber grips massage your palms and titillate your fingertips. Enjoy rows of tiny succulent suction cups as they comfort and excite your entire body. \$3.95 a pair from DG, Dept. MXA, 5552 E. La Palma, Anaheim, California 92807. Mailed in a plain brown package.




ZAP

Tired, misfired, and fouling too many plugs? Find out everything you ever wanted to know about spark plugs but were afraid to ask in NGK's spark book. Discover the true meaning of B8ES. Learn why you need thermal flexibility under high rpm. Gap correctly. Convert properly. Keep your scooter plugged right. It will even tell you which Champion to use. The book is available for one U.S. buck from NGK Spark Plugs Inc., Dept. MXA, 12511 Beatrice St., Los Angeles, California 90066.



"I'LL STAND ON MY HEAD"

Howdy there, I'd just like to tell y'all that my brother Rolf and I have just opened up a new shop here in Austin, Texas. We call it 'Steve Stackable's Ultralite Products.' Got a nice ring to it, huh? Any-hoo, we carry and distribute all the hot racin' items. This month we got a special on these high-quality nylon MX pants, just like I wear when I race my Suzuki here. They're real fine and come in different factory racin' colors with the brand logo on the side. They've got all sorts of neat features and I'll let you have 'em for only \$89.95. Available at your local shop or write me a letter at Steve Stackable's Ultralite Products, Dept. MXA, 910 Jewell Ave., Austin, Texas 78704." 

When I first started racing motorcycles I learned the hard way about how vibration and the abuse of racing make things fall off your bike. Very few, if any, bikes had locking nuts on any of the bolts used to fasten the working components to the chassis.

Loctite hadn't happened yet, so we used a substance called 3M to glue things together. It was yel-

low and messy but you could use it for anything. There are a bunch of Triumphs lying around in garages which probably still are being held together with this goo!

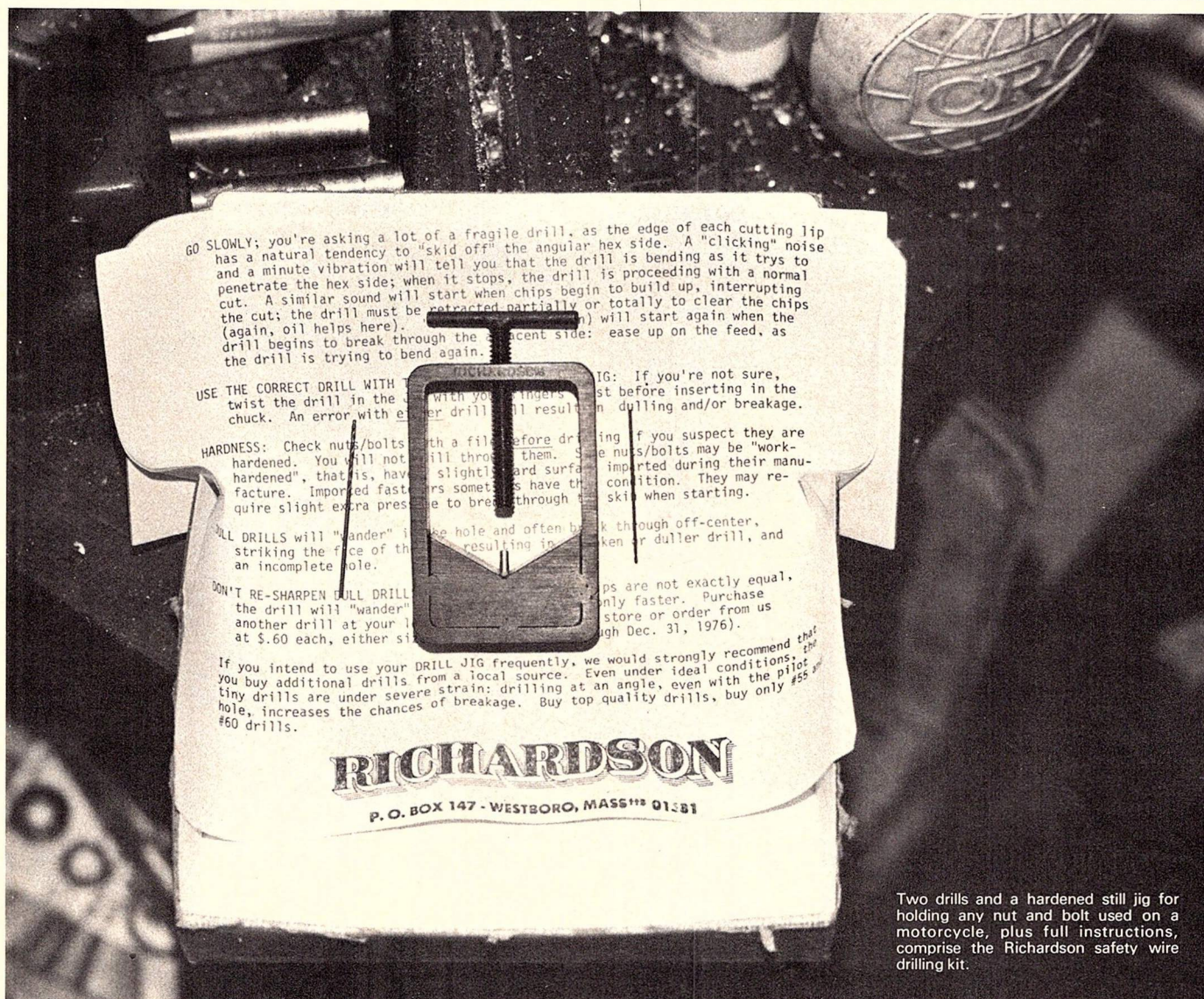
Another alternative was to use safety wire, but unfortunately most of the nuts or bolts didn't have holes drilled in them to make this an easy task. If you've ever tried to drill small holes in

the angled head of a bolt or flat of a nut then maybe you know why most people don't bother with safety wiring unless the holes are already there. Some of us came up with homemade jigs to hold a nut or bolt by using angle iron or some such device to facilitate the drilling of the holes without breaking the drill each and every time. Most didn't work too well.

By Dick Miller

SAFETY WIRE DRILL JIG

You've probably already lost enough parts off your bike to make this product a worthwhile addition to your toolbox.



GO SLOWLY; you're asking a lot of a fragile drill, as the edge of each cutting lip has a natural tendency to "skid off" the angular hex side. A "clicking" noise and a minute vibration will tell you that the drill is bending as it tries to penetrate the hex side; when it stops, the drill is proceeding with a normal cut. A similar sound will start when chips begin to build up, interrupting the cut; the drill must be retracted partially or totally to clear the chips (again, oil helps here). The drill must be retracted partially or totally to clear the chips (again, oil helps here). The drill must be retracted partially or totally to clear the chips (again, oil helps here). The drill must be retracted partially or totally to clear the chips (again, oil helps here).

USE THE CORRECT DRILL WITH TWIST: twist the drill in the chuck. An error with either drill will result in dulling and/or breakage.

HARDNESS: Check nuts/bolts with a file before drilling. If you suspect they are hardened, you will not drill through them. Some nuts/bolts may be "work-hardened", that is, have a slightly hard surface imparted during their manufacture. Imported fasteners sometimes have this condition. They may require slight extra pressure to break through the skin when starting.

DRILL DRILLS will "wander" and often break through off-center, striking the face of the work resulting in a broken or duller drill, and an incomplete hole.

DON'T RE-SHARPEN DULL DRILL: the drill will "wander" and often break through off-center, striking the face of the work resulting in a broken or duller drill, and an incomplete hole.

If you intend to use your DRILL JIG frequently, we would strongly recommend that you buy additional drills from a local source. Even under ideal conditions, the tiny drills are under severe strain: drilling at an angle, even with the pilot hole, increases the chances of breakage. Buy top quality drills, buy only #55 and #60 drills.

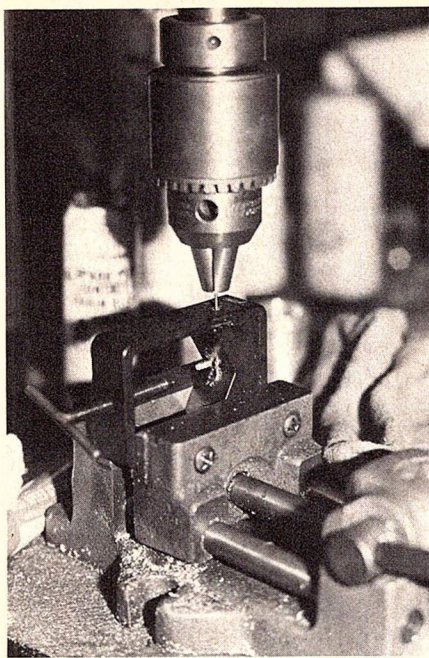
RICHARDSON
P. O. BOX 147 - WESTBORO, MASS 01581

Two drills and a hardened still jig for holding any nut and bolt used on a motorcycle, plus full instructions, comprise the Richardson safety wire drilling kit.

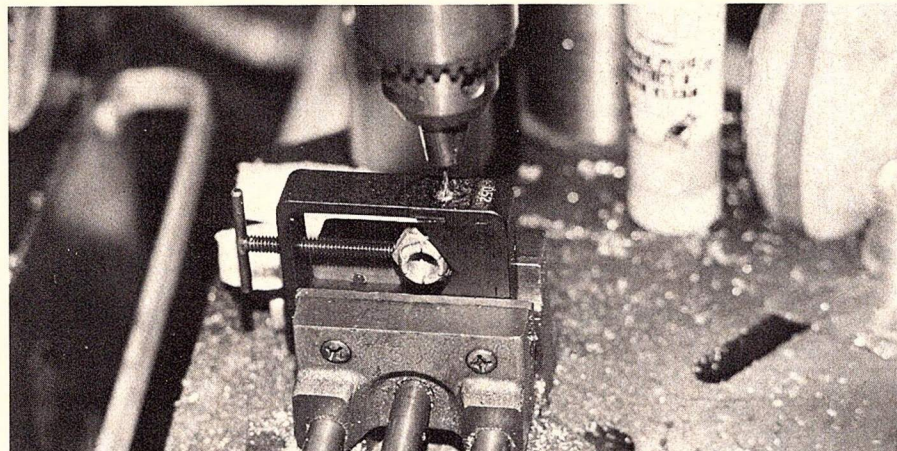
product evaluation



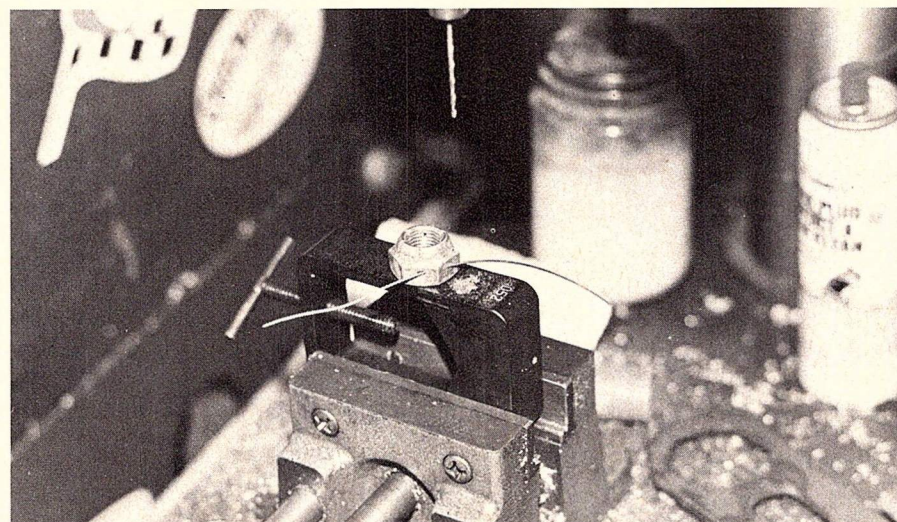
Check the jaws of your drill motor to see if you can use it for such small drill bits. This Craftsman $\frac{3}{8}$ variable drill motor won't.



Before drilling make sure the drill is set up so that you know it goes all the way through without bottoming the jaws of the drill motor on the jig.



On each side of the jig there is a different size hole, identified accordingly. Use the proper drill for the proper hole. Cutting oil will make the drill bit last longer.




This swingarm nut now has an easy method of securing it and becomes one less problem to the racer.

There are many bikes which now come with locking nuts on most of the bolts as standard equipment, but then again there are still many motorcycles which don't have any of the necessary bolts and nuts secured against loosening. Exhaust manifolds, pipe brackets and items which are affected by heat are unable to use the nylon-type locknuts, and are prime examples for the use of safety wire. Of course, motor mount bolts and nuts, intake manifold bolts, air cleaner brackets, coil mounts and shock bolts are items that should have some type of method used to keep them from coming loose while you're competing, or for that matter just riding around. If you want an easy method of drilling bolts and nuts for this purpose, then I've come across a product which makes a formerly distasteful task pleasant.

The Richardson safety wire drill jig is no larger than the size of a large pack of cigarettes, and a lot more beneficial. It'll cost you \$9.95 and only you can decide if it's something that you need for your toolbox. If you own a bike that needs this type of attention, then I can tell you the product works and simplifies drilling nuts and bolts for the use of safety wire. You might consider going in with a buddy and sharing the cost and the tool. It comes with two drills, one of which is .040-inch (#60 drill) and the other .052-inch (#55 drill). These will take care of most safety wiring jobs. The instructions furnished with the jig are complete and informative. If you read them, which most of you won't, you should have virtually no trouble drilling any unhardened bolt or nut.

I should mention that there are a number of drill motors which don't accept such small diameter drills in their jaws, and the Craftsman $\frac{3}{8}$ variable speed is one of them. I know because I've got one. I had to do my drilling on a drill press which will close down to the smallest number or lettered drill. Another tip I can give you, which is also in the instructions, is to purchase *quality* replacement drills. Saving pennies on drill bits will cost you in the long run.

More info on the Richardson safety wire drill jig can be had by writing to them at P.O. Box 147, Westboro, Massachusetts 01581. 



Pierre steals the show on the all-new Honda

third round 500 grandprix ITALY

Report and photos by David Maltais

Brad Lackey combined a fourth and a fifth place score to finish second overall in the third round of 500cc World Championship competition at Fermo, Italy. It was the best finish ever for the American, Husqvarna's number one open class rider, despite getting his goggle lens roosted out in the first moto while in pursuit of Britisher Graham Noyce.

Noyce, a highly popular and competitive rookie, lost out in his bid for second overall when he completely destroyed the engine of his stock Maico while running near the front of the second moto.

Defending World Champion Roger DeCoster took the day's honors with a first and a second, but it was Pierre Karsmakers, the Dutchman-turned-American,

On the victor's rostrum DeCoster, Weil and Lackey share the laurels.



⬅ Bad Brad comboed two good scores on the rolling green Italian countryside to record his best career finish.

Herbert Schmitz of West Germany posted third fastest qualifying time on a factory Puch but engine seizures kept him from scoring well overall.

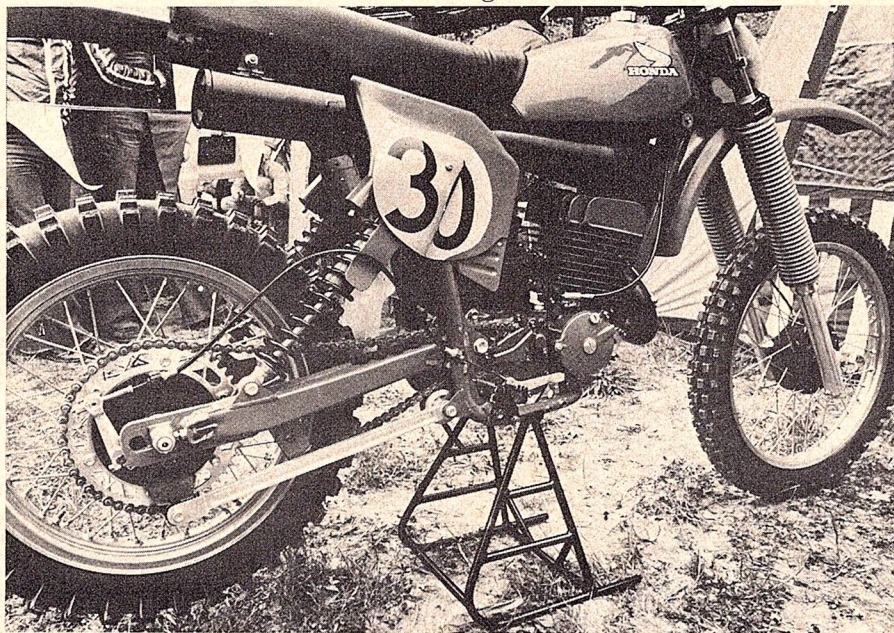




Lackey and DeCoster spend a light moment before the race with retired World Champion Torsten Hallman.

ITALY


who stole the show with the unveiling of his brand-new "Type 2" 400cc Honda. The factory prototype, under the care of American mechanic Steve Whitelock, is completely red, including the engine.



The Type 2 Honda. Angled shocks, right-hand drive and a completely red engine identify this extremely fast prototype from Japan. Karsmakers used it to win the second moto wire to wire.

Much to Pierre's disappointment and after posting second fastest qualifying time behind DeCoster, the Honda failed to run for the first moto and Karsmakers was left at the starting line.

In the second moto, however, Pierre got the holeshot and remained virtually unchallenged to the finish.

DeCoster's win moved him into third place in the world standings behind Dutchman Gerrit Wolsink and Adolf Weil of Germany. 

RESULTS

500cc World Championship Fermo, Italy

First Moto

1. Roger DeCoster, Belgium (Suzuki)
2. Gerrit Wolsink, Netherlands (Suzuki)
3. Graham Noyce, G.B. (Maico)
4. Brad Lackey, U.S.A. (Husqvarna)
5. Herbert Schmitz, Germany (Puch)
6. Ake Jonsson, Sweden (Maico)
7. Adolf Weil, Germany (Maico)
8. Willi Bauer, Germany (KTM)
9. Paolo Piron, Italy (Beta)
10. Bengt Abert, Sweden (Bultaco)

Second Moto

1. Pierre Karsmakers, U.S.A. (Honda)
2. DeCoster
3. Weil
4. Bauer
5. Lackey
6. Vladimir Khudiakov, U.S.S.R. (CZ)
7. Jonsson
8. Aberg
9. Piron
10. Alberto Angiolini, Italy (Maico)

SUZUKI RM125A

There's a game being played by the Japanese motorcycle manufacturers called "We Can Sell More Motorcycles Than You Can." The rules are simple because there are none. The contestants, namely Honda, Yamaha, Suzuki and Kawasaki, merely do everything they can to sell motorcycles and in the end, whenever *that* is, they see who sold the most. As a prize the winner gets to say, "We sold the most motorcycles." That's it. That's the game.

Up until about 1972, motocross people weren't affected too much by this game because the players weren't into motocross. Street bikes and enduro models were the "chips," leaving the motocrossers to dig up their machines from the European dealers or from the enduro bike graveyards.

Then, as the sport grew in this grand and glorious land, the players began to realize they could sell even *more* motorcycles if they had motocross bikes to sell.

So they made motocross bikes. Thousands of them. They called them DTs, TMs, MXs, KXs and CRs. They sure *looked* like motocross bikes. They even *sounded* like motocross bikes. And they sold thousands and thousands of them, adding to their scores, striving for the coveted "We sold the most motorcycles" title.

There was one problem. They sure didn't *feel* like motocrossers. The experts rode these bikes and thought, "Don't the people who make these bikes *ride* them? Don't they know they're too heavy? Their suspensions don't work? Their frames flex? Their power is all wrong?"

We can only assume they *did* know. They built them, didn't they? A big company doesn't develop a product, build and sell thousands of them without knowing exactly what they're doing, right? Yer darn tootin'.

But the important thing was,

and still is for the most part, the game. Winning the game was the main thing, the only thing. They didn't care what they were selling, as long as they sold *something* and added to their score.

The tricks became familiar: Dazzle 'em with a world championship or a national title, then sell them a cheap imitation. Score another thousand.

Then, in 1976, something happened to change the whole complexion of the game. One of the players, Suzuki, made up the first rule. The rule was: "Build them right." This was something com-

A RADICAL DEPARTURE FROM THE JAPANESE MARKETING GAME

pletely new. No one had ever thought of it before. Suzuki realized this was a radical departure from the way the game was usually played, so they kept it a secret. Then they built the RM bikes, the 370, the 250 and the 125, and they built them better than any Japanese bike has ever been built before.

The RM125A, our September test bike, is technically a second generation RM upgraded from the original RM125M tested in the October, 1975, MXA. In reality the RM125M was a jazzed-up TM125 of the pre-rule days with hot suspension and a cold engine. The RM125A, on the other hand, is a whole new motorcycle, having next to nothing in common with its predecessor but sharing closer kinship with the RM250 and 370.

What makes the RM125A such a

great, new bike and how do we know it's "built right"? We'll show you.

The engine is completely new. It has six transfer ports that, combined with the bridged exhaust port, completely encircle the cylinder wall, providing maximum scavenging effectiveness. A power reed intake system which provides intake flow through a normal piston-controlled intake port and a special reed-controlled intake that augments the piston port at high speed, increases available torque at high rpm. A carefully constructed through-the-frame exhaust pipe smooths the power and coaxes maximum output from the engine. Horsepower performance is about 13 percent above that of the M-type engine.

Other changes in the engine are an offset spark plug and different bolt pattern in the cylinder head to improve spark plug cooling. A new head-to-cylinder surface and head gasket eliminate the possibility of an off-center head or gasket placement which would interfere with combustion chamber turbulence.

The piston is of a stronger design with a larger wristpin and bearing and a different dome contour to improve gas flow in and out through the ports. Piston rings are a little thinner and made from steel to reduce sliding friction between the rings and the cylinder wall.

The crankshaft assembly and connecting rod have been made larger along with larger journals and bearings. Presumably this means the assembly is stronger.

The carburetor now carries a 32mm bore to pack in enough air to feed those six transfers and the power reed. It draws air through a larger foam air cleaner located in a well designed and easily serviced plastic air box.

Power transmission goes



SUZUKI RM125A

through a six-speed gearbox from a lower primary reduction into a higher secondary reduction. This means more available power through a broader range. Although the clutch plates are the same on the A-model as on the M-model, the A-model clutch carries 13 plates, two more than the M-model.

To accommodate the new transmission, the engine cases have been enlarged and the shifting mechanism has been changed from a pin-actuated type to a more positive gear-actuated type. Adding to the smoothness and reliability of the gearshift is the fact that the shifting drum and fork assembly work below the oil level in the transmission, assuring constant lubrication to the shifter fork pins.

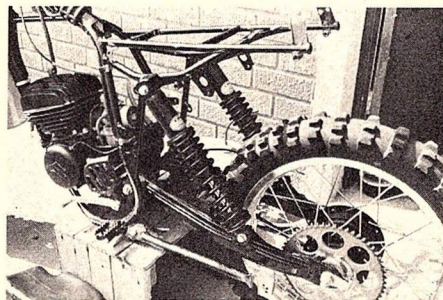
Our biggest single complaint over the years about the Japanese bikes has been with their chassis construction. Up 'til now, Suzuki and others have used carbon steel tubing to build their frames. In order to keep them from coming apart the first time you wheelie over the whoop-de-dos, they have added slip joints and gussets and yards of wire weld. "Well gusseted" is a magazine term supposedly meaning "strong" but actually meaning only that there are many gussets. These frames were anything but strong, being prone to flexing, bending and cracking. Additionally, they were quite heavy.

The RM125A frame is made of chrome moly tubing, smaller in wall thickness, but of much greater tensile strength. The result is a frame of greater strength, higher rigidity and lighter weight. There are fewer gussets because, frankly, there is little need for them.

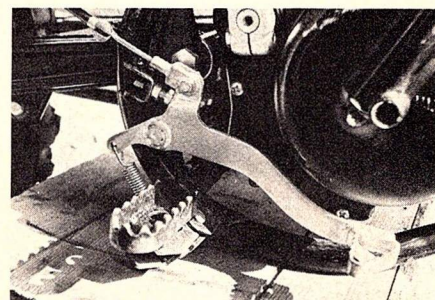
Front forks are built with 35mm stanchions and stroke a little over seven inches in actual use.

The swingarm is made of mild steel plate welded in a box section for strength and controlled by pressurized shock absorbers carrying a single rate spring. Cylinder diameter on the A-model shocks has been increased 10mm over last year's shocks. Maximum rear wheel travel is a little over eight inches.

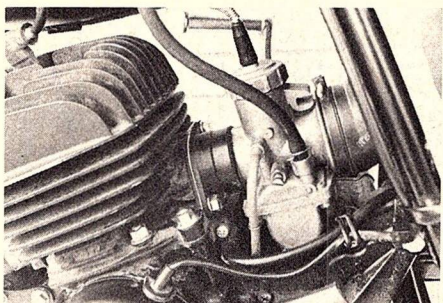
The engine is carried a little



Rear suspension design is right out of the European GP theater.



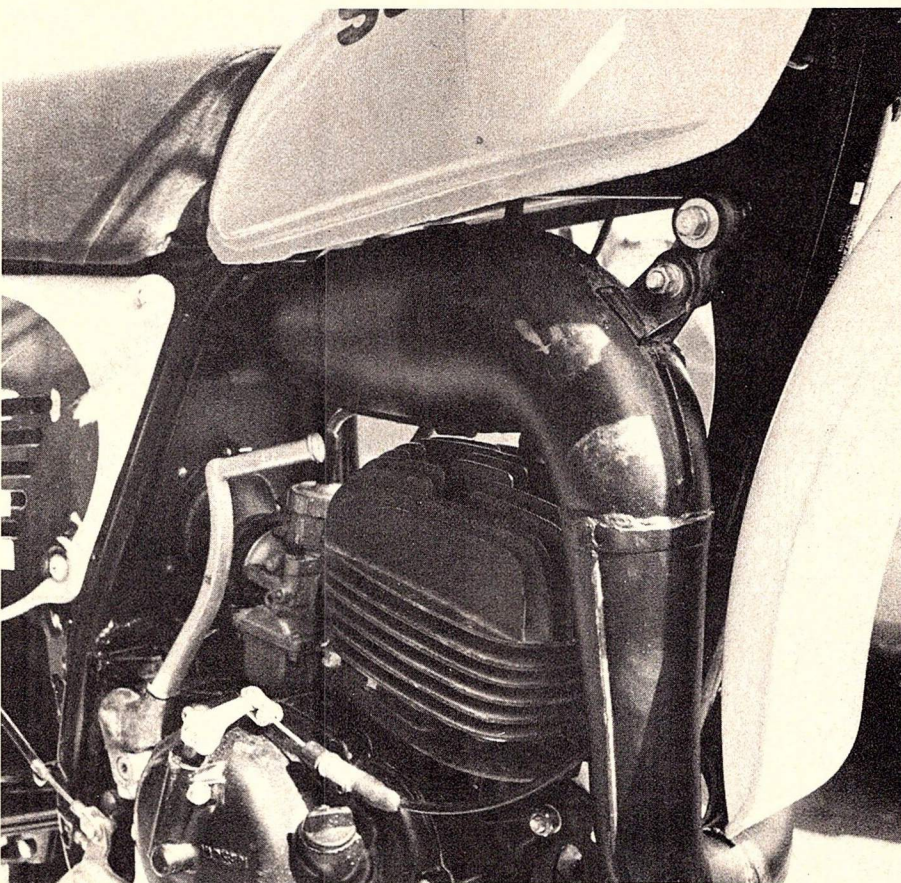
Open cleated footpegs and a new brake pedal increase rapport with the machine.



32mm carburetor and power reed intake feed the high-capacity scavenging system.

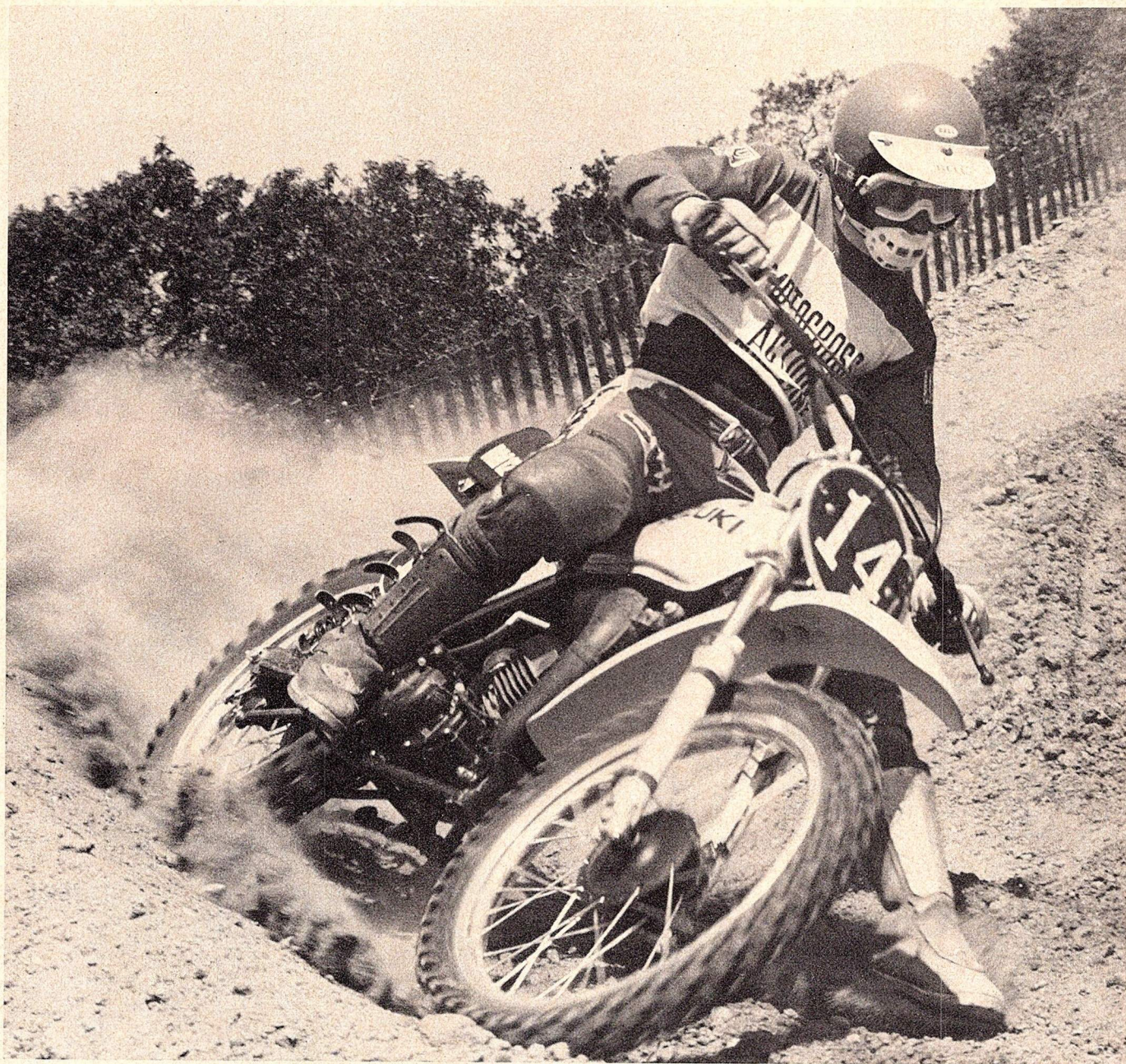


Vents in the side covers direct cooling air to the shock bodies.



Contoured aluminum tank keeps the rider's knees off the hot things and you can't get a better exhaust pipe.

Frame geometry and handling are direct descendants from the world championship RA75 and RA76 works Suzuki.



lower in the A-model frame to lower the overall center of gravity and provide room for the upswept exhaust pipe. At the same time, adequate ground clearance is maintained.

Other improvements in the RM125A include a rear brake pedal that is lighter, tucked in more to prevent it being bent back in a crash, much more sano and gives the rider a better feel of the rear brake.

The footpegs are now cleated and open for a better grip in the mud, and incorporate a return spring.

The six-liter fuel tank is made of light aluminum alloy and is contoured to keep the rider's knees from contacting the engine or exhaust pipe.

Plastic side covers are vented to provide cooling air to the shock absorber bodies.

The front fender is longer to provide better mud protection.

It's even got new grips.

All these improvements don't make the RA125A the greatest bike in the world, not by any stretch of the imagination. It is, however, an extremely able racing package that can be dialed to

any degree of perfection the racer cares to go, including that of a world class competitor. Our European contacts report roughly half of the bikes competing in the 125cc Grands Prix are privately owned RM125As. The number of these bikes in our own National Championship series is greater than all other models combined. The facts speak for themselves.

In our testing we have uncovered the bike's weak points, but because of its design excellence, these imperfections can be easily rectified.

Continued

We found the action of the front suspension to be less than optimum for hard, fast riding. Because of the exact tolerances needed for precise hydraulic control of the front wheel under extreme conditions, production forks, even ones as good as those on the RM125A, just aren't good enough. Furthermore, the springs in these units are less than top-quality and will lose their effectiveness early in the life of the bike.

Staff technician Al Baker, in his never-ending pursuit of performance and a fast buck, has perfected replacement damping rods and fork springs for the RM125A that are just short of phenomenal. These units, similar to the ones used in our Honda CR250M1 test bike (May '76), have been tested and found superior not only by our test riders, but also by other SoCal pros including two Suzuki factory team racers. When used with top-quality S&W springs, the Al Baker modified forks provide eight inches of smooth travel without any binding or flexing at the overlap.

The Suzuki rear shocks, although they have adequate spring and damping rates, quickly fade and wear out because, once again, production tolerances in this area cannot meet the demands of high-level competition.

We have had astounding good luck with Works Performance shock absorbers on our test bikes. Gill Vaillancourt, who is researching rear suspension for the new Type 2 Honda works machines, fitted our RM125A with a set of Works Performance Shocks that netted us a whopping ten inches of rear wheel travel combined with amazing smoothness and control. Because of the space age polymers used in making the seals within the shock units, the Works Performance shocks resist fade and deterioration for extended rebuild intervals.

The fork kits are \$59.50 from Al Baker R&D, 15174 Raymer St., Van Nuys, California 91405, and the shocks are \$114.50 from Works Performance Products, 20970 Knapp St., Chatsworth, California 91311. These are good investments for the RM owner wishing to upgrade his machine.

Beyond the suspension, there is



The A-model actually sits lower than the M-model and is more adaptable for the little people.



Production suspension components won't give optimum performance under the stress of heavy competition.




Foxy girl pro Sue Fish aviates the RM.

little to be improved on the RM125A. We have done extensive testing on pipe designs and have been unable to better the stock pipe. The engine produces ample horsepower and with a minimum of blueprinting will produce more. Chassis geometry and handling, direct descendants from the world championship RA75 and RA76 works Suzuki, are spot-on. And the best part about it is the price: \$995 suggested retail. There are not many racing bikes, even among 125s, that can be had

for less than a thousand bucks. This is a deal.

So how is this radical departure from the normal going to affect the Japanese marketing game? We think you, the customers, are going to thank Suzuki for their honesty and candor, and for building a bike not primarily to sell, but to *race*. We also hope the other players will observe the results and adapt the Suzuki rule to their own production programs and upgrade the whole game.

Score one big one for Suzuki. 



The end.

RM125A

SPECIFICATIONS

Make Suzuki
Model RM125A
Country of Manufacture Japan
Retail Price \$995

ENGINE

Type Single-cylinder, two-stroke, reed-valve
Bore & Stroke 56 x 50mm
Displacement 123cc
Compression Ratio 7.6:1
Cylinder Six ports
Carburetion 32mm Mikuni
Ignition Suzuki PEI electronic
Lubrication Pre-mix, (20:1)
Air Filter Oiled foam

TRANSMISSION

Type Six-speed, constant mesh
Ratios:
2.333, 1.750, 1.411, 1.190, 1.045,
0.956
Primary Gear, wet clutch
Ratio 4.071 (57/14)
Drive Chain D.I.D 428

SUSPENSION

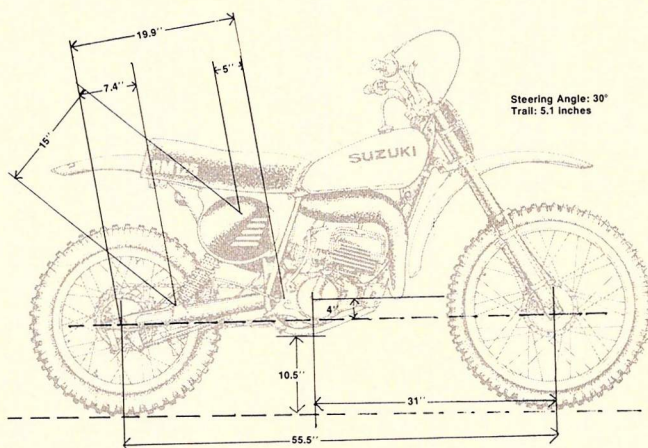
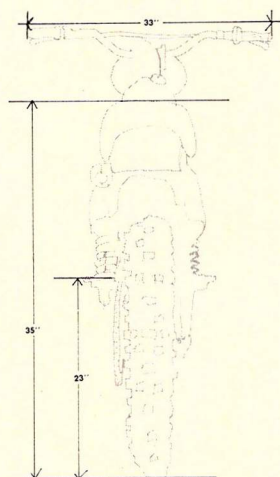
Front Telescopic hydraulic dampers
Rear KYB gas/oil laydowns, 3-way adjustable
Travel 7.8 front; 8.35 rear

DIMENSIONS

Wheelbase 54.9 inches
Ground Clearance 10.4 inches
Track Weight 201 pounds w/gas

CAPACITIES

Fuel 1.6 U.S. gallons
Transmission 800cc
Forks 223cc





fourth round 500 grand prix **AUSTRIA**

DeCoster Regains Command

By David Maltais

Roger DeCoster came from behind in both motos to win the Austrian Grand Prix, the fourth round of the 500cc World Championship, a spectacular race that saw the lead change hands seven times in two motos. His smooth and confident domination of the best riders in the world

showed the Suzuki champion had fully recovered from a painful injury suffered at the Swiss Grand Prix.

Gerrit Wolsink, who led the early points race, put his works Suzuki into the lead at the start of both motos but was unable to stay mounted to the finish.

Adolf Weil won the first heat

after battling with Wolsink for half the race and then having to hold off a strong bid by DeCoster in the final laps. Weil, riding a Maico, also led the second moto but lost control and turned the lead over to Italian newcomer Alberto Angiolini, also on a Maico.

Angiolini, who built a tremen-

◀ Venerable superstar at the somewhat debilitating age of 37, Adolf Weil of West Germany remains as DeCoster's biggest threat to the title.

On the most difficult Austrian circuit, DeCoster was a model of perfect execution.





AUSTRIA

dous lead, finally crashed under the advance of DeCoster, but managed to remount and finish in third place overall.

Young rookie Graham Noyce of Great Britain, riding a stock Maico, continued to distinguish

himself in world class competition. He battled ferociously with DeCoster for second place in the first heat before being passed by the World Champion and eventually dispatched completely by Vic Allan from Scotland in the closing

laps. Noyce came back in the second heat and again engaged DeCoster for second place, and again gave way only after a withering assault by the Belgian.

American Pierre Karsmakers retired from the first moto, while

◀ Teenage wonder Graham Noyce of England has firmly entrenched himself in the top ten in his first year of serious competition, on a production Maico.

After finishing third on his four-stroke CCM in the first moto, Scotsman Vic Allan got pinned against the fence after a first lap tangle in the second heat, and was unable to restart.



Ever wonder where the term "those crazy Russians" comes from? Soviet team rider Valery Korneev berserked his 380 CZ into third place in the second moto before crashing his way back to 19th.





Angiolini, DeCoster and Weil. Alberto Angiolini is a new guy from Italy (kiss him) who almost won the last moto.

AUSTRIA



Adolf Weil, now 37 years old, remains as DeCoster's chief competition. A mistake early in the second moto, while leading, cost the German overall victory.

running in fourth, with a broken fuel tank. He came back in the final event to finish third on the only Honda in the race.

Brad Lackey destroyed the engine of his factory Husqvarna after his throttle stuck in a first-turn tumble in the first heat. With a spare engine he could do no better than 15th in the second. It seems the Austrian track, one of the most beautiful and difficult in all of Europe, remains a bugaboo for Brad.

The World Championship trail continues in Sweden, Finland and West Germany before coming to the United States for the Grand Prix at Carlsbad, California. III

RESULTS

500cc World Championship Sittendorf, Austria

First Moto

1. Adolf Weil, Germany (Maico)
2. Roger DeCoster, Belgium (Suzuki)
3. Vic Allan, Great Britain (CCM)
4. Christer Hammargren, Sweden (Kawasaki)
5. Frans Sigmans, Netherlands (Maico)
6. Alberto Angiolini, Italy (Maico)
7. Herbert Schmitz, Germany (Puch)
8. Vladimir Khudiakov, U.S.S.R. (CZ)
9. Anatoly Bochkov, U.S.S.R. (CZ)
10. Bengt Aberg, Sweden (Bultaco)

Second Moto

1. Roger DeCoster
2. Graham Noyce, Great Britain (Maico)
3. Pierre Karsmakers, U.S.A. (Honda)
4. Willi Bauer, Germany (KTM)
5. Alberto Angiolini
6. Ake Jonsson, Sweden (Maico)
7. Adolf Weil
8. Anatoly Bochkov
9. Gerrit Wolsink, Netherlands (Suzuki)
10. Andre Massant, Belgium (Yamaha)

Tony D. and Jammin' Jim trade wins on a new track that rivals Unadilla for its degree of difficulty

PENNSYLVANIA MOTOCROSS PARK

250national

By Dick Miller

The Jammer is upset about the scoring system used. He said that he's now won three motos, two seconds, two thirds and a DNF. Tony's won one moto, two seconds, two thirds and a fifth. "Tony only has to finish a fourth in each moto of the last race if I win both to take the Championship."

Leading into the next to last race of the 250cc National Championship Series only 15 points separated Suzuki star and leader Tony DiStefano and Kawasaki's Jim Weinert. Tony's teammate Steve Stackable, a distant third but still a threat if either of the two falters, has had a ringside seat for the DiStefano/Weinert duel throughout the series.

The points system used to determine the National Champion in this seven-event series is like the FIM's scoring method used for determining the World Championships. Each moto is counted as a race and the overall for the event is meaningless in the scoring. The big difference be-

tween the AMA's scoring and the FIM's is the amount of motos counted toward the championship. The AMA counts them all, while the FIM counts only 50 percent plus one moto. Previously the AMA used the system whereby a rider's points for the day were determined by the total of his two motos of riding. Consistency was the secret to winning a championship and some were won more by finishing than by being the fastest on the track.

The promoters of the event, Julio and Pepe Limantour, are also the owners of the Allentown Suzuki dealership. They are young, energetic and really into motocross. This was to be the inaugural event for their new track and they went to great efforts to make sure it was worthy of the competition that was going to be run on it. If it has to be compared to another track, then Unadilla is a good example. The Pennsylvania Motocross Park is what most

Weinert served notice after riding the first moto with one inch of rear travel to a second place finish that he'd be tough in the next moto. He was! Tony D. moved into second after several laps and cruised to a solid second, giving them a split on points for the day.



Gassin' Gaylon Mosler on one of the Pennsylvania MX Park's tricky off-cambers.



Continued

PENNSYLVANIA MOTOCROSS PARK

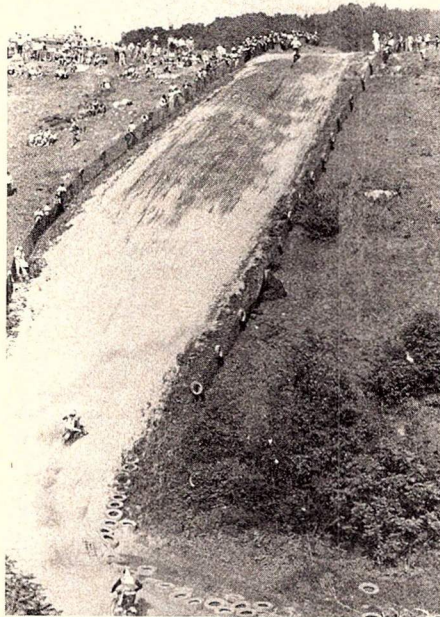
tracks in the U.S. should be like. It is a rider's track with tricky off-cambers everywhere. Steep up-hills and twisty, steeper down-hills separate the men from the boys besides making it a spectator's delight. Over 85 percent of the 2.1-mile course is visible to the spectators as they sit on the facing hillside in this beautiful Pennsylvania valley. The natural terrain is used to its best advantage. The advice of Gerrit Wolsink, among others, was used when the course was laid out. A lot of enthusiastic local effort went into setting up this track and the end result makes it comparable to any of the Trans-AMA tracks, if not better.

Tony DiStefano lives only 150 miles from the Fogelsville track but had only visited it once before this race after hearing Gerrit talk about it. If he could win both motos he would virtually ice the 250 National title. It was a must win for Weinert and he had momentum on his side. In the last event he won one moto and lost the second in the last 50 feet to a hard-charging Bob Hannah. Bob was competing in a 125 National and would not be a threat today. Both riders were pleased that the course was one that required skill. Berserking it wasn't going to get anyone around this track for very long.

Two 250cc qualifiers were held to determine which of the unqualified riders would make the lineup of the 250 National. The consolation race ended up with most of the top riders because of troubles in their respective heats, but when it was all over most of the name riders had made the National lineup.

It was perfect racing weather with the hillsides full of spectators when the gate dropped for the first of the two 45-minute motos. Jimmy Ellis jumped his Can-Am to take a healthy lead in the first few laps only to have his electrics fail on the fourth go-round. In practice he had the same problem with the Bosch electronic ignition and they robbed his spare bike of parts to fix it.

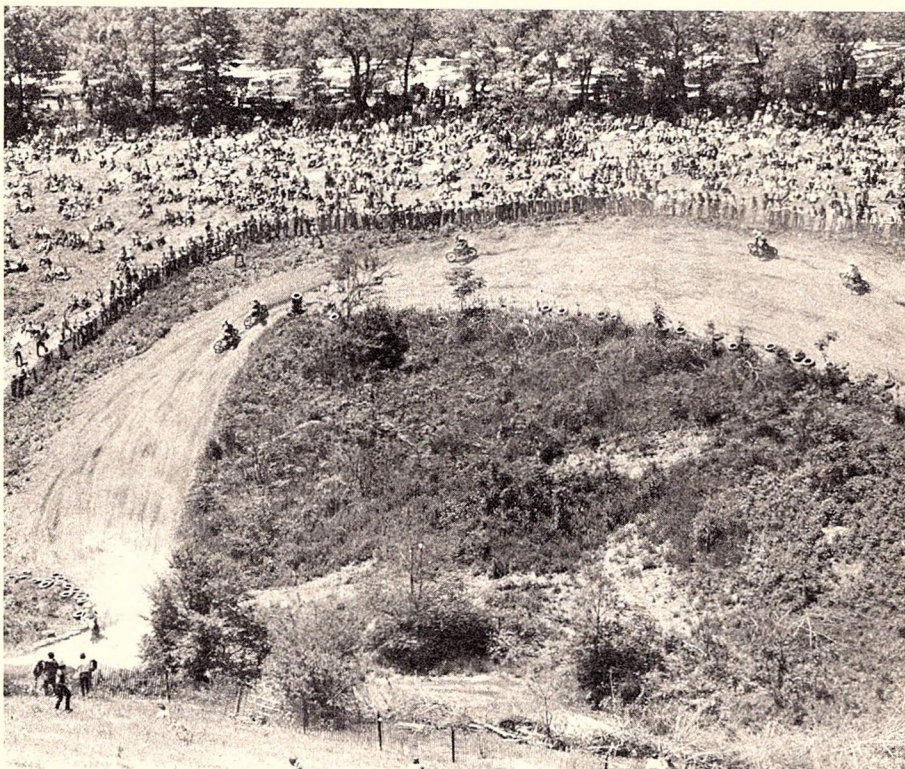
Continued



Jim Weinert rockets into the lead near the end of the first lap in the second moto after passing the "Holeshot King," Rich Eierstedt. That hill is steep!



More than one expert went hurtling into the bushes at the bottom of this tight, steep hairpin.



The Fogelsville track gave the spectators a view of more than 85 percent of the racing while sitting on the picturesque hillside.



Jim Weinert's Kawasaki adapted well to the European-type course.



There were no more spares, so he became a spectator for the rest of the day. Recurrent problems have kept Ellis from being a threat for the 250 title. Behind Ellis, Gaylon Mosier, Gary Semics, Tony D., Rich Eierstedt, Steve Stackable, Kent Howerton and Jimmy Weinert were changing places during the first few laps. Jammin' Jim became impatient as he tried to go inside Stackable on one of the tight off-cambers. Stackable's

ankle got sucked up into Weinert's rear wheel, causing the two to go down. Jim yanked out Steve's foot and took off after the pack with a bent right rear shock that had one inch of travel. Stack had a sore ankle but managed to finish tenth in the moto.

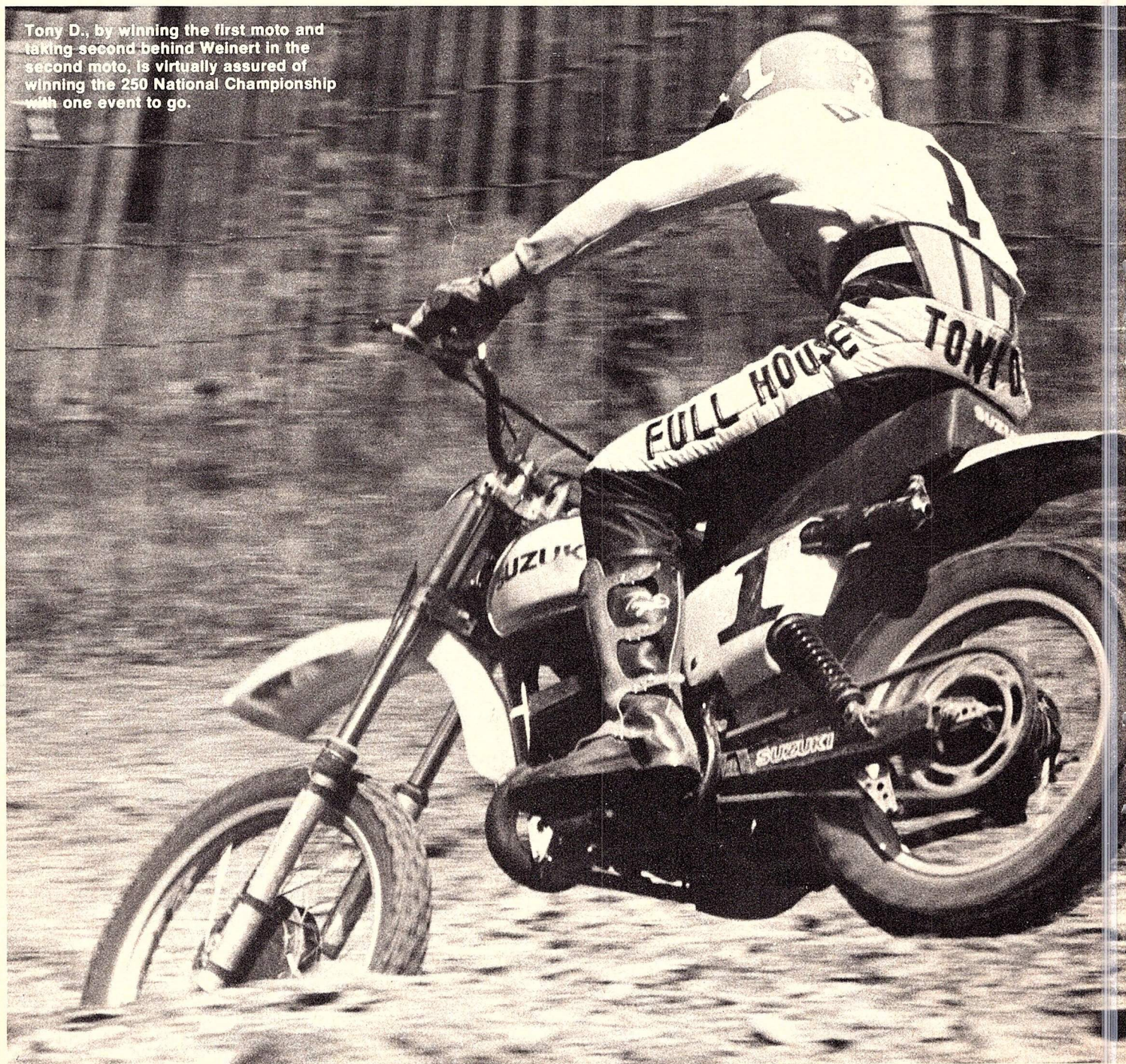
Tony inherited the lead when Ellis had dropped out and he had passed Mosier. Semics was trying to keep Kent Howerton from taking his third place slot as they rock-

eted around the track, but it wasn't to last. Howerton jammed his leg at the bottom of one of the hills and he started to lose ground from the pain. While Yamaha's Rick Burgett moved by Mosier to take over fourth the crowd had been keying on Weinert. With less than ten minutes left in the moto the Jammer was back in contention. He pushed Burgett past Mosier and the fading Howerton as they led into the final laps. Gary

Continued

PENNSYLVANIA MOTOCROSS PARK

Tony D., by winning the first moto and taking second behind Weinert in the second moto, is virtually assured of winning the 250 National Championship with one event to go.





Before the start of the first 250 National moto Jim Ellis was smiling, but it only took four laps to turn it into a frown as his Can-Am's Bosch electrics went sour for the second time in the day. Once during practice and the other while leading the first moto.



Kent Howerton jammed his leg in the first moto while battling for third and faded after that. He still tallied a seventh for the day's racing.



Tommy Croft lofted his factory Honda higher than most to the delight of the Pennsylvania crowd, but pipe failures and poor rear suspension made both his and Eierstedt's efforts fruitless.

Semics was the only rider between Weinert and DiStefano with only a lap to go. Tony's pits told him to take it easy, while Kawasaki's Steve Johnson had Weinert going for it. The Jammer passed his Kawasaki teammate on the next to last turn to take the checkered in second place. The crowd loved it.

Tony D. had won another moto and a good finish in the second would virtually make him unbeatable for the title. As he said later, "All of a sudden I had the lead and there wasn't anyone around. They gave it to me, I didn't have to work for it." Jammin' Jim, on the other hand, was pumped. He was giving notice that with suspension he was the guy to beat in the next moto. His teammate Semics had broken off the silencer of his Kaw on the last few laps causing the bike to slow. Both of the Honda team bikes of Eierstedt and Croft had broken their pipes beneath the gas tank and the resultant loss of low end power on the steep, demanding Fogelsville track was too much for them. If that wasn't enough they were having major problems with the rear suspension. The same fate had befallen the Bultaco entries. The factory was insistent on their using the stock long travel Betors and they just weren't working. Marty Tripes is no longer on the team and wasn't at the Pennsylvania National. In his place was Wayne Boyer, who put in a creditable ride to a 12th place finish in the moto.

Rich Eierstedt took his Honda to one of his usual holeshots at the start of the final moto, but it was short-lived as the RC factory racer

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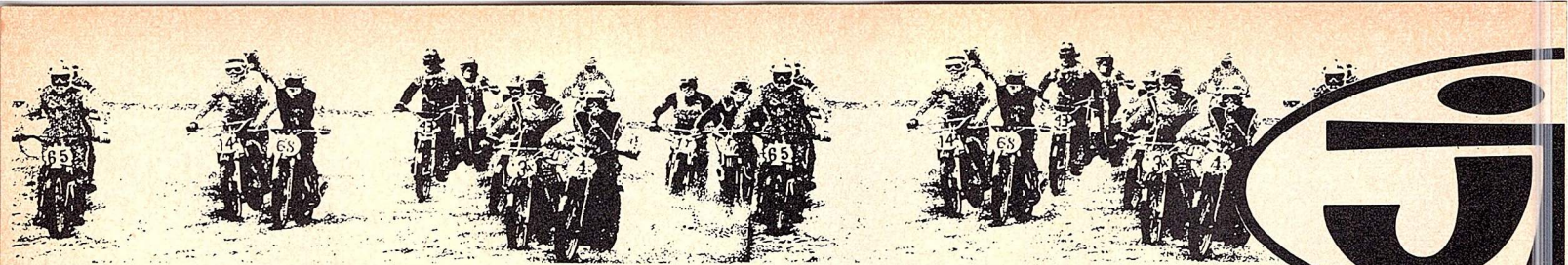
RESULTS

Pennsylvania Motocross Park Sixth round, 250 National Championship

1. Jim Weinert (2,1) Kawasaki
2. Tony DiStefano (1,2) Suzuki
3. Gary Semics (3,4) Kawasaki
4. Rich Burgett (4,6) Yamaha
5. Steve Stackable (10,3) Suzuki
6. Gaylon Mosier (5,8) Maico
7. Kent Howerton (9,5) Husky
8. Terry Clark (7,7) Husky
9. Ken Zahrt (6,9) Ossa
10. Gary Chaplin (8,11) Suzuki

500cc Support Class

1. David Newswanger (1,2) Maico
2. Jim Both (2,3) Husky
3. Jeff Provost (6,4) Kawasaki
4. Ron Heban (4,6) ?
5. John Bromberger (5,8) Maico



PHASE 2 FOAM AIR FILTERS AND ACTION OIL

An "all weather" dual-layered air filtration system. Proved a winner many times over and most recently used by overall Parker 400 winners A. C. Bakken and Larry Roeseler, and Team Yamaha's bob Hannah at the Hangtown 125 national.

Bultaco	\$10.40
CZ-Ossa	\$10.30
Can Am	\$10.00
Husky GP	\$12.75
KX 250-400	\$12.05
Maico	\$ 9.90
Montesa GP	\$10.70
"76" KTM	\$12.75

Yamaha	
**100 YZ-C	\$14.20
**125 MX-C	\$ 6.25
**125 YZ-C	\$14.20
250-400 YZ-C	\$22.65
400 ISDT 400	\$22.65
*TT 500	\$11.00

Suzuki RM	
125 TM	\$ 9.95
100 A	\$11.05
125 A	\$11.05
125-250-370 (early)	\$11.05
250-370 A (76 1/2)	\$12.05

Honda	
*75 CR 125	\$ 6.25
*76 CR 125	\$ 6.25
*75 CR 250	\$ 6.45
*76 CR 250	\$ 6.45

*without frame
**Use stock frames

Action Oil - Pint	\$ 2.95
Action Oil - Quart	\$ 3.95
All other models available.	



JT SHOULDER PAD & CHEST PROTECTOR

The first shoulder pad to be exclusively designed for moto-cross!

Adult Pad (yellow)	\$39.95
Junior Pad (blue)	\$35.95



JT MOTOCROSS "FLAK" JACKET-PROTECTOR

Designed especially for cold, wet motocross courses, this jacket does it all! It has complete upper body protection with chest and bicep protectors built into the inside lining. Made of orange, black and white waterproof nylon, this protector is being used by top European riders now \$69.95



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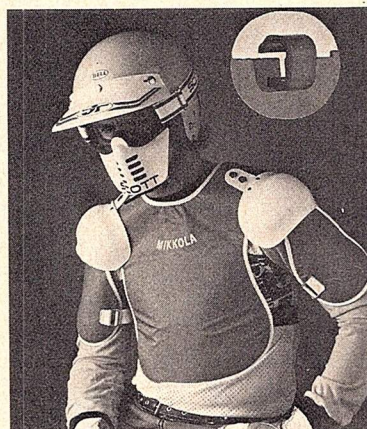
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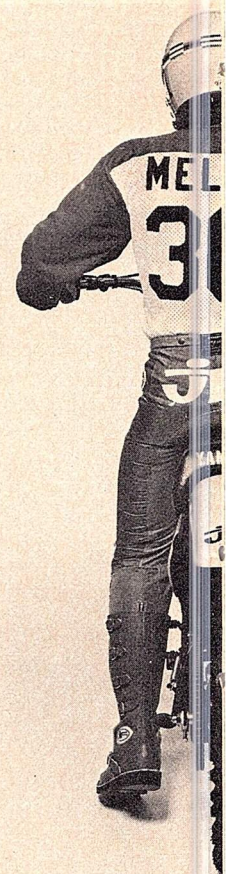
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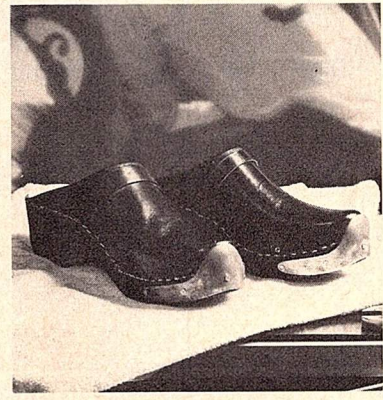
Number (back)

JT team logo (front)

Racing



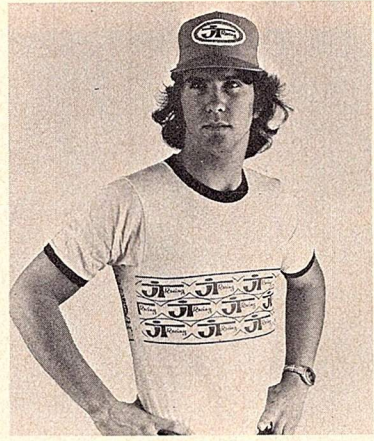
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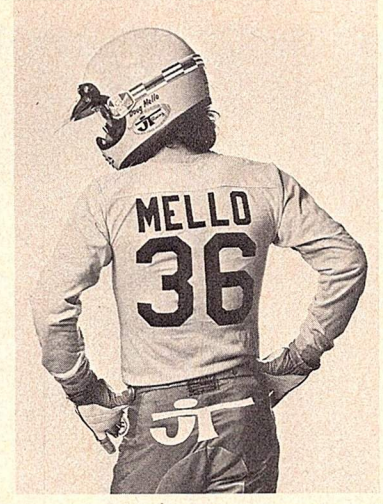
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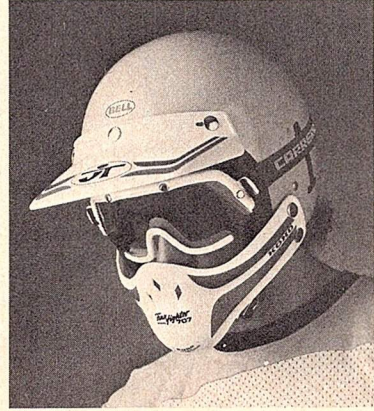
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DeCoster confident and dominating, Noyce spectacular

By David Maltais

SWEDEN

500 grand prix fifth round

Roger DeCoster and Adolf Weil continued their battle for the World Championship into the fifth round of competition at Sweden. This time DeCoster was completely dominant, taking the lead from Weil early in the first

moto and winning the second by a giant 23-second margin.

Again it was 19-year-old British star Graham Noyce who provided the day's most exciting ride when he holeshot the second moto and proceeded with an awe-inspiring

display of linked recoveries until he finally retired his Maico in a spectacular cartwheel, turning over the lead to an amazed DeCoster. Noyce was not injured but was unable to rejoin the race.

DeCoster's Suzuki teammate



The start of the first moto. It looks like DeCoster (7) had the holeshot but Weil (15) had the speedway line and got by. Schmitz (16) stayed behind DeCoster for third. Lackey (23) and Karsmakers (22) are side-by-side on the outside.



Showing a great deal of power and potential, but a little shy on reliability so far, is the 370cc Puch prototype ridden by West German Herbert Schmitz.



SWEDEN

Gerrit Wolsink of the Netherlands, who at one time was leading the points, did well in the first heat but was unable to score in the second because a contact lens popped out and he was unable to see to go fast. Wolsink, who has had other problems with his contact lenses in competition, will go

back to wearing regular glasses for the rest of the season.

Pierre Karsmakers, riding the new Type 2 Honda, survived a first-moto pile-up in which he was literally run over by another bike while he lay on the ground, and returned for the second heat to finish third.

Brad Lackey suffered a derailed chain and a bone-jarring endo which kept him from scoring any points.

Herbert Schmitz of West Germany finished third overall, his best of the season. Schmitz was riding an experimental 370cc Puch.

Continued



Start of the second moto: Noyce, Weil and DeCoster go for it.



West Germany's Herbert Schmitz, riding a factory 370 Puch, scored his best finish of the season.



Weil picks his way through the tricky rocks up behind fellow West German Herbert Schmitz.

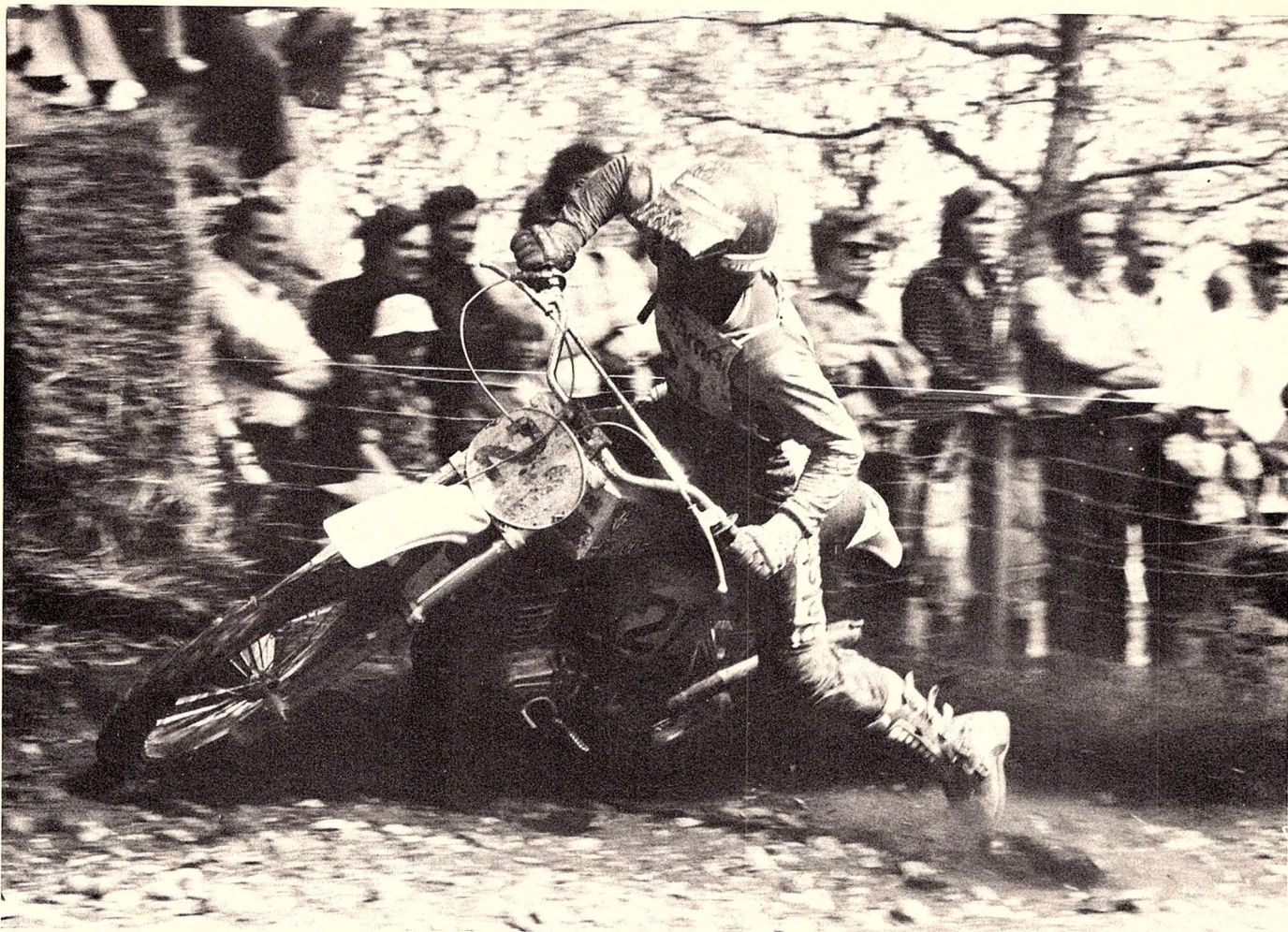


Ageless Adolf Weil rides a stock Maico in GP competition.




Italian hotshot Alberto Angiolini had it out front 'til he got behind on his steering.





Graham Noyce, riding a stock Maico against the factory efforts, has been absolutely sensational in GP competition.

SWEDEN

Swedes Ake Jonsson and Christer Hammargren put their home court advantage to good use, scoring points in both heats. However, fellow countryman and former World Champion Bengt Aberg suffered a broken kneecap when he was hit by a rock in the first moto. In all likelihood, Aberg will miss the U.S. Grand Prix which follows the next two events in Finland and West Germany. 



DeCoster had to chase the British teenager Noyce (21) for the lead until Noyce finally crashed his brains out.

RESULTS

500cc World Championship Vasteras, Sweden

First moto

1. Roger DeCoster, Belgium (Suzuki)
2. Herbert Schmitz, Germany (Puch)
3. Adolf Weil, Germany (Maico)
4. Ake Jonsson, Sweden (Maico)
5. Gerrit Wolsink, Netherlands (Suzuki)
6. Graham Noyce, Great Britain (Maico)
7. Jaak van Velthoven, Belgium (KTM)
8. Christer Hammargren, Sweden (Kawasaki)
9. Bengt Aberg, Sweden (Bultaco)
10. Anatoly Bochkov, U.S.S.R. (CZ)

Second moto

1. Roger DeCoster
2. Adolf Weil
3. Pierre Karsmakers, U.S.A. (Honda)
4. Herbert Schmitz
5. Ake Jonsson
6. Willi Bauer, Germany (KTM)
7. Christer Hammargren
8. Vladimir Khudiakov, U.S.S.R. (CZ)
9. Anatoly Bochkov
10. Andre Massant, Belgium (Yamaha)



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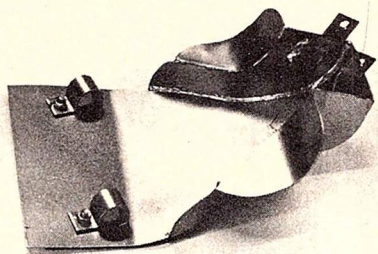
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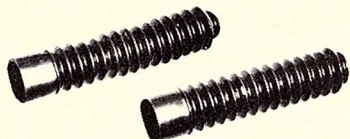
Yamaha Skid Plates: 250/400 Monocross, TT500, TT500 with high pipe\$24.95

Husqvarna Skid Plates: 250/400/405\$21.95
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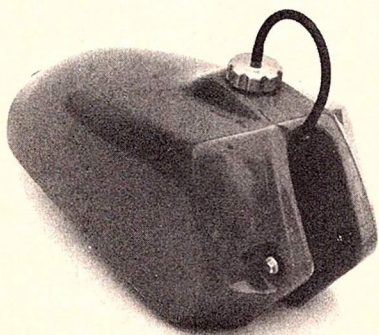
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FREON SHOCKS



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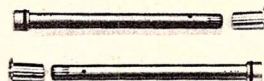


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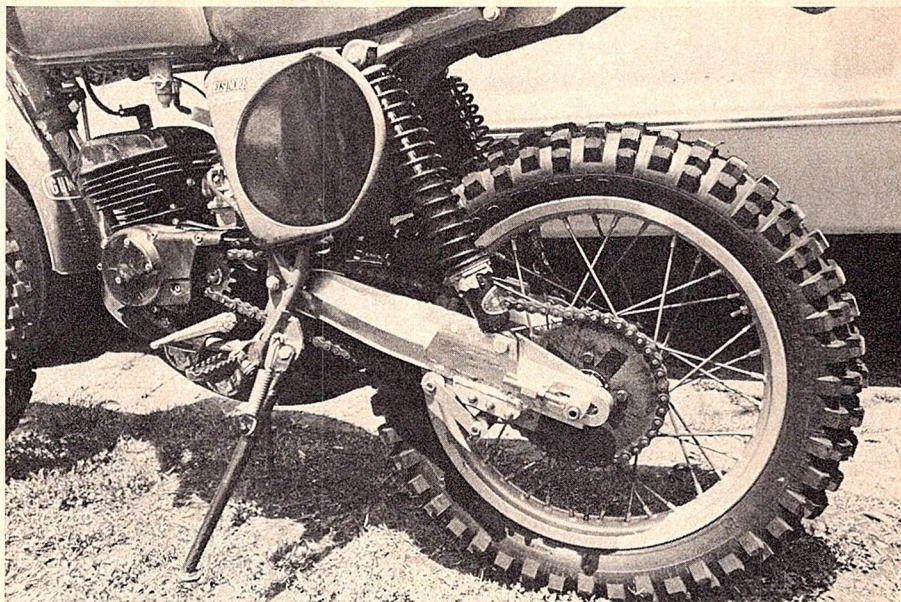
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By Dick Miller

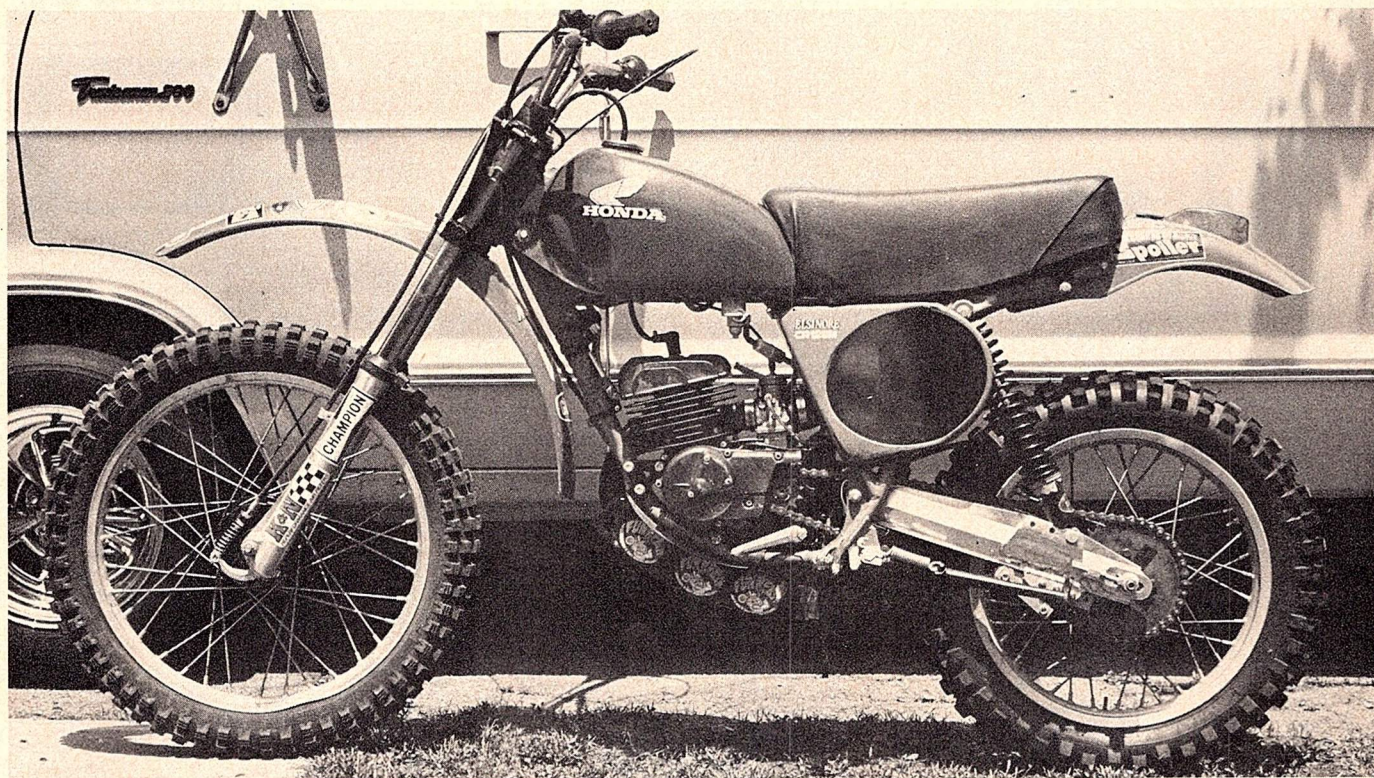
CROSS UP SWINGARM

Honda's CR125M2 has a serious problem with its rear end. The swingarm is easily breakable and weak throughout its structure. Although it is probably correct in its design and engineering, the problem lies in the area of the material used for its manufacture. It is comprised of a mishmash of thin sheet steel which is laminated together to form its structure. The stress and abuse of rough terrain causes the material to compress and move, thereby tearing at some junctures and bending at others.

The horror case shown in the photo was caused by the axle loosening and the chain derailing, catching the shock mount, thereby bending the arm and axle. The axle loosening is caused by the metal being compressed between the axle nut and its pressure, which shouldn't happen. In



Cross Up Inc.'s swingarm, S&W Freon cell shocks and the S&S chain tensioner combine to give the little Elsinore a works-type ride.



The Cross-Up alloy arm puts the shocks in more of a canted position using the back mount holes. The forward holes would be used on a '75 or older Elsinore.

honda technical
**THE LITTLE HONDA
GETS NINE IN THE REAR**

this case the cotter key was sheared off by the loosened axle nut, and when the chain derailed it bent the axle 90 degrees and the end of the swingarm the same amount. The stock Honda axle is not as strong as it should be for the serious abuse it receives.

A few "works-type" accessory arms are starting to spring up to correct the problem production item and the one that is shown on these pages is made by Cross Up Inc. — who in turn is John Blum, the former racing manager for Team Honda. As we received the swingarm from John it was still in the embryo stage of development, and there are changes being made to the product as this is being written.

The Cross Up arm is made of an extruded alloy, 6061 T6, which is the strongest usable alloy for such purposes. It is a massive affair and yet it weighs almost two pounds less than the stock skimpy steel production unit. A chrome moly (4130) steel axle replaces the stock item and is included with the Cross Up arm. Special adjusters for the spacing of the rear

wheel are also provided. The rest of the stock Honda components are used to fit the accessory arm to your bike, with the exception of the Tercolite bushings already fitted to the alloy model. These bushings are as strong as or stronger than the accessory bronze items and the costs are the same. An extra tab is provided on the chain side of the Cross Up swingarm for the purpose of installing a chain tensioner or the stock existing chain guide.

A problem that arises with any accessory arm, or for that matter the stock swingarm, is the chain action or abrasion to the pivot point of the arm. The Cross Up unit is no exception to this, and steps should be taken to help guide the chain as it travels around the pivot area to keep it from excessively cutting into the swingarm material. We tried Teflon skids pop-riveted to the arm, but the chain cut through this in no time at all. A micarta-type material was used underneath the Teflon, and it is grooved but seems to be wearing reasonably well. We were more concerned

with this problem because of the use of extra-long travel in the rear and the subsequent sloppy chain caused by this situation. Using stock-length shocks and standard-size sprockets, the wear to the surface of the swingarm should be much less than we experienced. In either event, John Blum is working on something to help with the situation and should have some alternatives by the time you read this.

A strength-testing lab shows that the Cross Up swingarm exceeds the longitudinal stress loads of the stock swingarm by a two to one margin, and this, coupled with its lighter weight, makes it a very suitable replacement. It will fit all CR125s up to the present new models. Cost for the complete package — swingarm, axle, adjusters and bushings is \$129.95. It can be ordered through your local dealer, Al Baker Racing, or Cross Up Inc. (117 West "B" Street, Wilmington, California 90744 [213] 549-6800).

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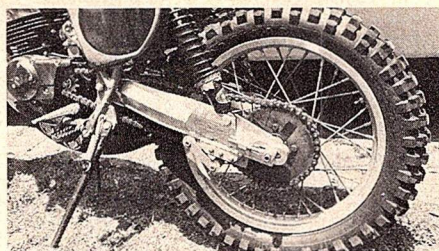
The S&W Freon cell shocks worked great on the stock swingarm setup until the arm took a dump.

NINE IN THE REAR

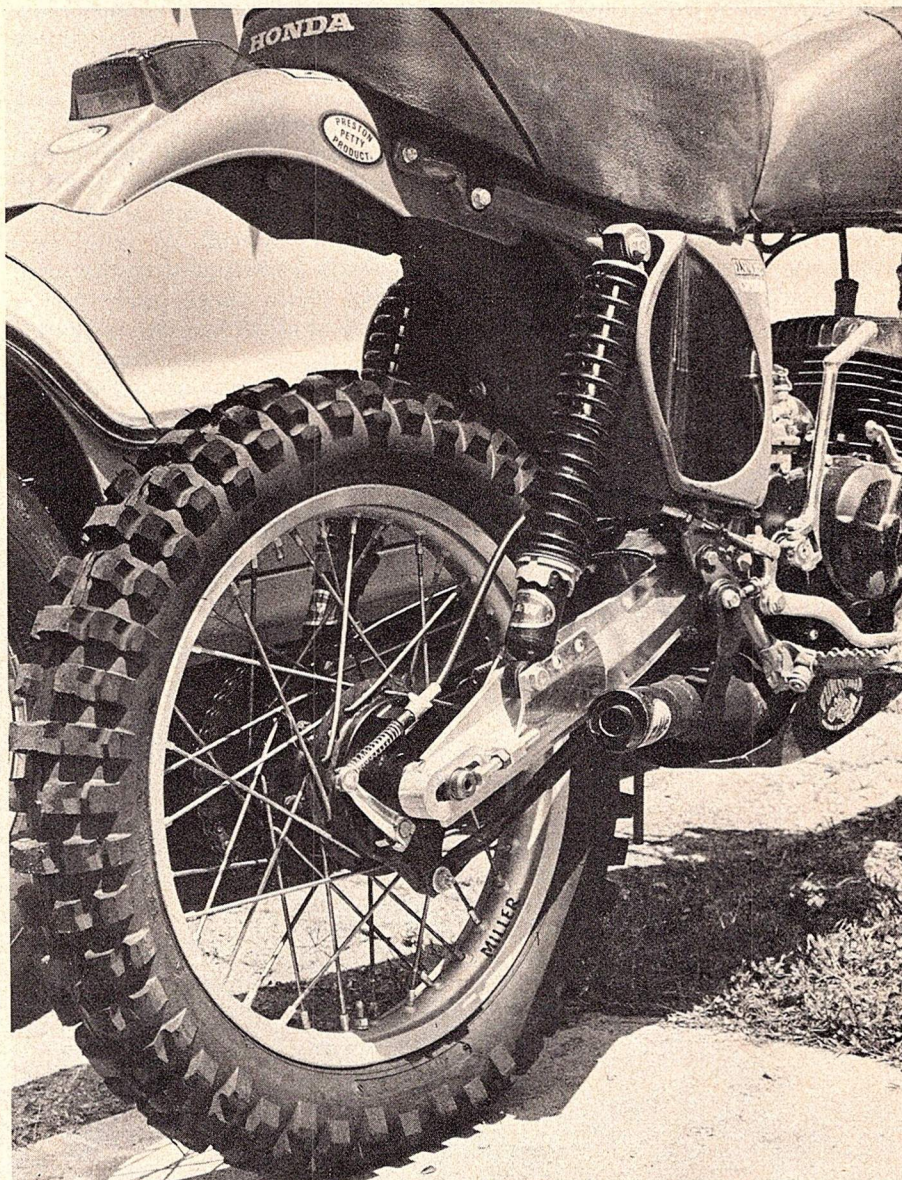
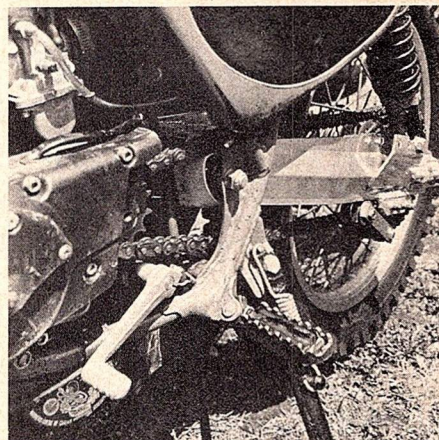
S&W FREON CELL SHOCKS

After we had finished our testing of Honda's new CR125M2 for MXA we started playing with different options available to improve handling. One thing we tried was the addition of the new S&W Freon cell long travel shock absorbers to the stock Honda swingarm setup. Replacing the conventional 14½-inch size shock with equivalent S&Ws necessitated spacing the shocks' piston rod to keep from bottoming out. Since this wasn't entirely acceptable to us, we decided to try the 15½-inch S&W units instead. The first thing we discovered was that you could use a higher profile tire and still have fender clearance with the shocks completely bottomed. The extra inch in shock length altered the height of the bike and inclined the swingarm at a radical angle. We raised the fork stanchions so that they were flush with the top triple clamps, and put the scooter through some pretty vigorous testing. We soon discovered that the recommended 75-pound and 80-pound spring rate was too soft for as fast as we could ride the bike. At the time, 85-pound springs weren't available, so we opted for the 90-pounders, and they seemed to work fine.

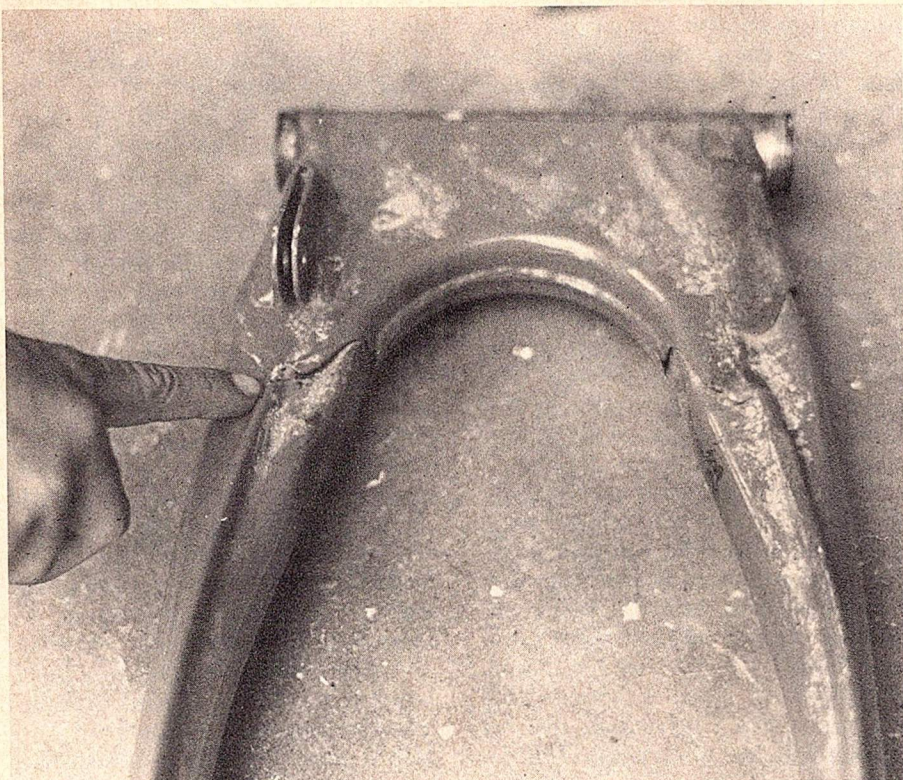
Mike Bell, former CMC number one, and I rode the Mint 400 with the bike set up with these shocks and springs. It was a Cadillac ride on a course that destroyed over 90 percent of the entries, including ours, which is how the swingarm got broken up. Up until that point the bike handled so well that in less than 70 miles we were far in front of the nearest class competitor and on elapsed time were in the top three or four. We learned in this event that S&W's shock bushings were not adequate for the pounding that they were subjected to. S&W has now come up with suitable replacements; we've tried them and have found the problem to be cured.



Teflon or a micarta-type skid should be improvised for any of the accessory arms to protect them from the long travel chain whip. Without a chain tensioner it's really ridiculous.



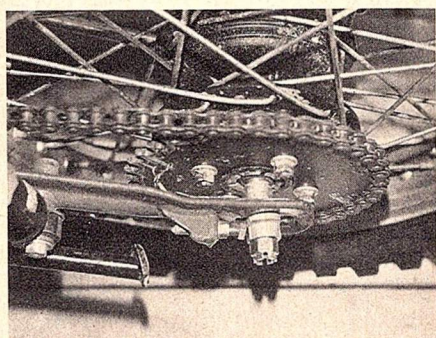
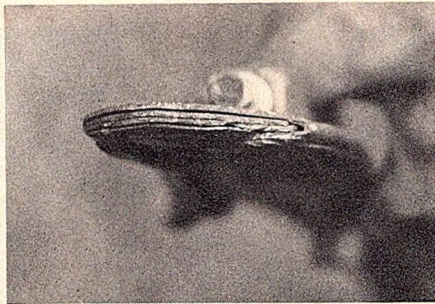
I spaced the brake stay arm about an inch longer in order for the wheel to be adjusted all the way back without stretching the cable taut at full travel position. Even the stock arm has this problem. Use a tie-wrap to guide the cable from hitting the tire. Make a big loop and secure it to a coil of the shock spring.



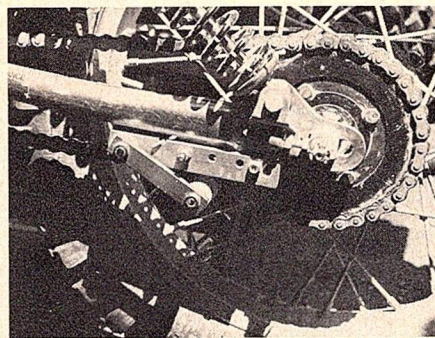
Your stock '76 CR125M2 will probably crack here if it hasn't already.



The laminations of metal comprising the construction of the stock arm make it difficult to secure the axle tight enough.



We had to saw this axle in three pieces to get it out of the hub and bearing assembly. Even then only the hub was salvageable.



The S&S tensioner will fit most accessory arms using the chain guide bracket, such as this DG laydown unit.

Using the S&W long travel shocks with either the stock swingarm or the Cross Up Inc. alloy unit will give you nine inches of travel, or close to it, on the stock CR125M2 Honda chassis. The Cross Up arm lays the shock at

more of an angle, but the travel is very close to the stock swingarm position. The S&W shaft lengths are close to five and a half inches of stroke. If you use the standard replacement size of $1\frac{1}{2}$ (L 525-9) and a low profile tire, it's an iffy

proposition whether your wheel will hit the fender. Some do and some don't. We used the longer $1\frac{1}{2}$ (L 525-10) because we wanted to run different, larger profile tires than stock. Using this shock eliminated our worries of bottoming, but increased the problem of chain slop and necessitated our adjusting the forks to suit the geometry of the bike. A small rider will have trouble touching the ground using the longer shocks.

S&W is already having trouble keeping up with the demand, but if you can get them they will retail for \$34.95 each for the shocks and another \$6.85 for the 11-inch springs required. A total of \$83.60 without tax will buy you a set. They are not rebuildable, but then we haven't found a need for that since they are still functioning the same as when we received them. On the same set of shocks we have in excess of 60 hours of competition and the only problem experienced was the bushings going away. They give the same damping characteristics now as when we first got them a couple of months ago.

S&S CHAIN TENSIONER

Having a long-travel-suspensioned bike creates difficulties which are unique to this type of setup. One major problem is the amount of movement at the rear wheel and the consequent movement of the chain with it. As the rear axle moves to the farthest points of its travel at each end of the arc made by the swingarm, it is at its closest point to the swingarm pivot, and therefore is at its loosest adjustment. Unfortunately, the only adjustment you can use is when the chain is at its tightest — this being when the countershaft sprocket, swingarm pivot and rear axle are in a straight line. If this adjustment isn't set properly, you will break chains or ruin sprockets, and more frequently, both. If the chain is adjusted for tightness using the straight line between two points method, then the only alternative for the excess slop when it is at its loosest position is to use some type of tensioner. What kind of tensioner is a problem, since

Continued



NINE IN THE REAR

some which are on the market aren't quite up to the demands and loads which they are subjected to. Pete Maly sells and handles the S&S Chain Tensioner for his CZs and Maicos because of their quality, so he suggested our trying the S&S unit on the Honda setup.

S&S stands for Sunny and Stan. Sunny is a photographer and Stan owns and runs a gun shop. Both are avid motorcyclists and got into the business of making chain tensioners because they couldn't find

anything to buy which would hold up under their conditions of riding. Using gunsmith-type procedures, they came up with a chain tensioner for Maicos and CZs which became virtually trouble-free and had a life span to suit the most finicky rider. When most of their friends began bugging them to make more and sell them, they started a new business. They have made many improvements since the first models they tried and have perfected it to the point where they will give you an unconditional 30-day warranty.

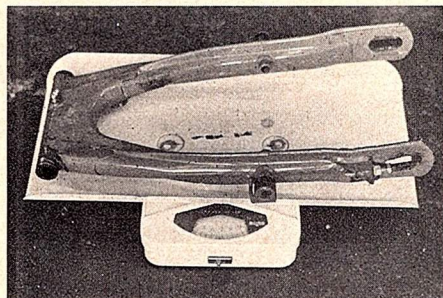
The material used is $\frac{5}{16}$ -inch 6061 T6 alloy which is then anodized gold. There is no metal-to-metal contact anywhere on the tensioner. The shoulder bolt used for the roller assembly is case hardened and the spring is piano wire wound to their specs. The rollers are a high-grade nylon which will last a long time before replacing. If you want a stronger roller they have an optional one made out of moly-disulfide (MD),

but I'd suggest grooving it on a lathe since it takes so long for the chain to cut into it.

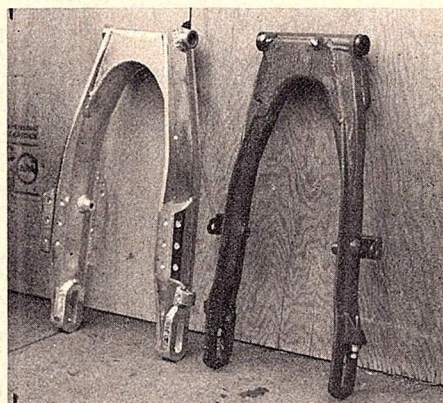
There are some things you should know about installing a chain tensioner — no matter what brand you use. First of all, the roller assembly should be at 90 degrees to the chain and level with it. If not, the chain will wear the roller and chain tensioner assembly unevenly, causing a premature failure. You are able to tell if it is correctly positioned by the wear of the chain on the roller. There should be two grooves for the side links and a section of roller between the grooves about the size of the chain roller between its link plates. If these grooves are uneven, then the tensioner is mispositioned or the rear wheel is adjusted crooked. Give the chain tensioner rollers a squirt of lube every time you lube the chain. It's also a good idea to position the tensioner as close as possible to the rear sprocket, allowing for adjustment of the wheel at its closest and farthest points. In my opinion the tensioner is better suited to a position as close to the swingarm pivot as possible, but this usually requires a special adaption for the particular bike it's used on. The S&S model we used is adaptable to many bikes having a bracket on the swingarm which is normally used for a chain guide support.

We installed the S&S unit on both a DG laydown setup and the Cross Up forward mount arm, with much success in both cases. We used the stock nylon rollers because of the need for a fast set. Once the roller takes a set and the grooves are cut in it from the side plates the wear becomes very slow. These grooves also function as a chain guide and help align the wheel when adjusting it.

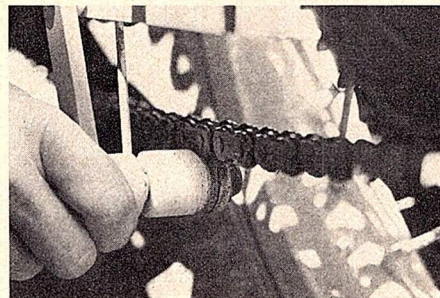
The S&S tensioners run about five bucks more than the average tensioner, but they work. At \$24.95 it's not cheap, but then again neither is the material used in their construction. A roller assembly kit is available with a new spring for a cost of \$5 when you wear the other one out. More information can be had by dropping Stan or Sunny a line at S&S Chain Tensioners, 814 E. Elder St., Santa Ana, California 92707; (714) 835-7824.



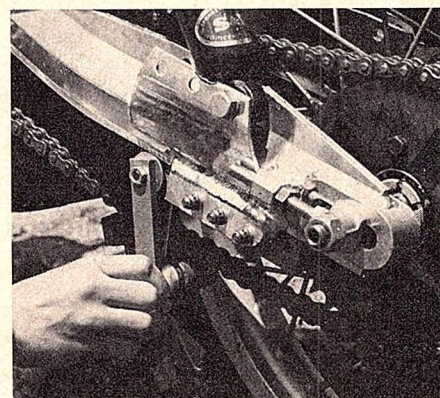
The stock arm weighs close to two pounds more than the Cross-Up despite its smaller size. Check the chain rub at the front of the arm near the pivot.



The Cross-Up alloy arm uses the same wheelbase as stock but the shocks mount higher in the arm by about an inch. This is why you still receive the long travel with the shocks canted more than the stock position. There is more wheel adjustment and a wider slot for the tire toward the front of the arm.

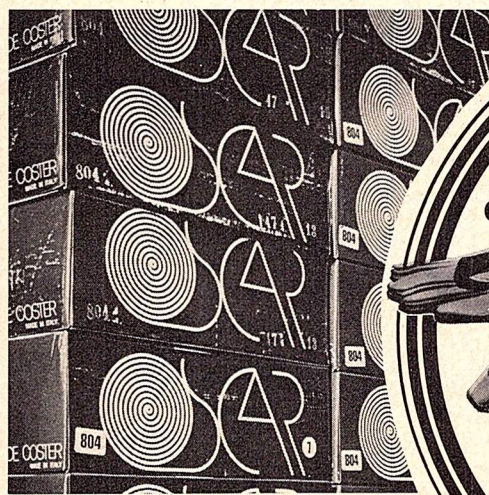


When a chain tensioner roller takes a set and is grooved it should look like this. The slot on each side is worn by the side plates with the center fitting to the rollers of the chain.



Nine inches of travel in the rear causes an excessive amount of slack in the chain, as you can see with the S&S tensioner held back. Make sure you adjust the chain at its tightest point without tension on the chain or excessive wear will occur.

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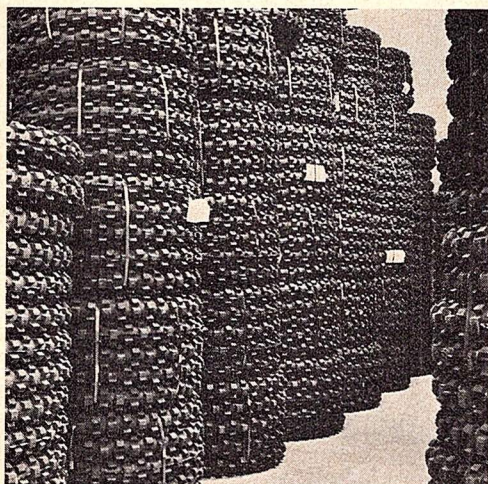
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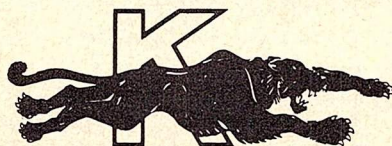
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OFFICIAL SCHOOL OF MOTOCROSS

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By Dick Miller



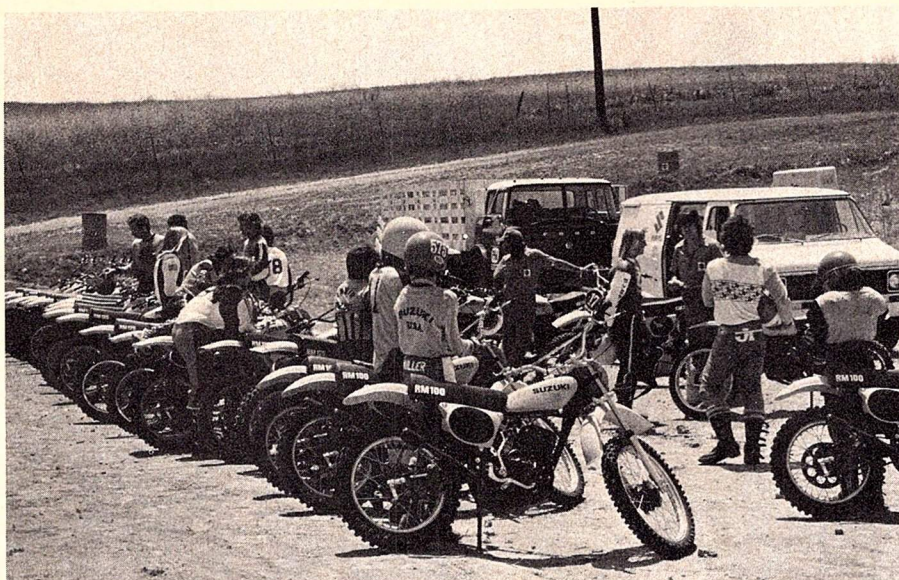
Mark Blackwell conducts classroom session after an early breakfast and cross-country jog. After class you eat lunch, then apply what you learned in class on the Carlsbad track.

We must get at least a dozen letters a week from readers asking about motocross schools. Usually we try to recommend something reasonably close in the vicinity of the person who writes us, but this isn't always possible because of a lack of this type of instruction in most parts of the U.S. More often

than not we used to recommend Rolf Tibblin's Husqvarna motocross school, but when Husqvarna and Rolf abandoned the program because of their move to Nashville, Tennessee, it left us without a source of recommendation. Just when we were beginning to feel like all was lost on the motocross

school front, along came Suzuki to the rescue.

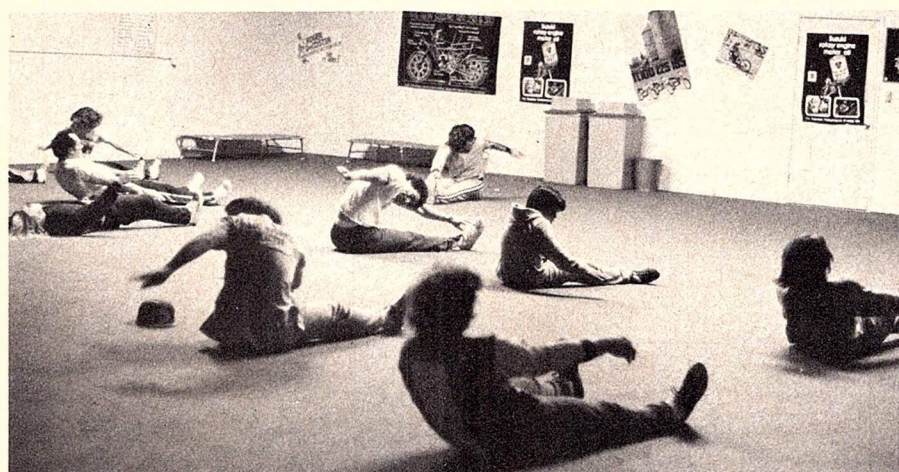
The Suzuki Official School of Motocross is headed up by Mark Blackwell and has had a substantial amount of input by the Motocross Professor himself, Roger DeCoster. Roger spent many hours of his time and efforts in



When you sign up for the school you mark your choice of RM Suzuki desired and it becomes your bike for the three days of motocross schooling.



Each student is individually guided through the various techniques required for turning, braking, jumping, etc. You keep doing it till you get it right.



All the exercises particular to conditioning your body for participation in motocross are demonstrated and from then on it's up to you to do your homework.

helping Mark make the school a real learning experience, and much of the teaching is patterned after Roger's expertise and knowledge of the sport. Heavy emphasis is placed on physical fitness and techniques particular to the sport of racing a motorcycle.

I can think of no other rider in the world who has dissected the sport of riding motocross so thoroughly as has Roger. He has a never-ceasing quest for perfection which has made him the champion that he is. Being a perfectionist doesn't always pay rewards such as Roger has earned, but the satisfaction of doing something to the best of your ability is most times payment enough.

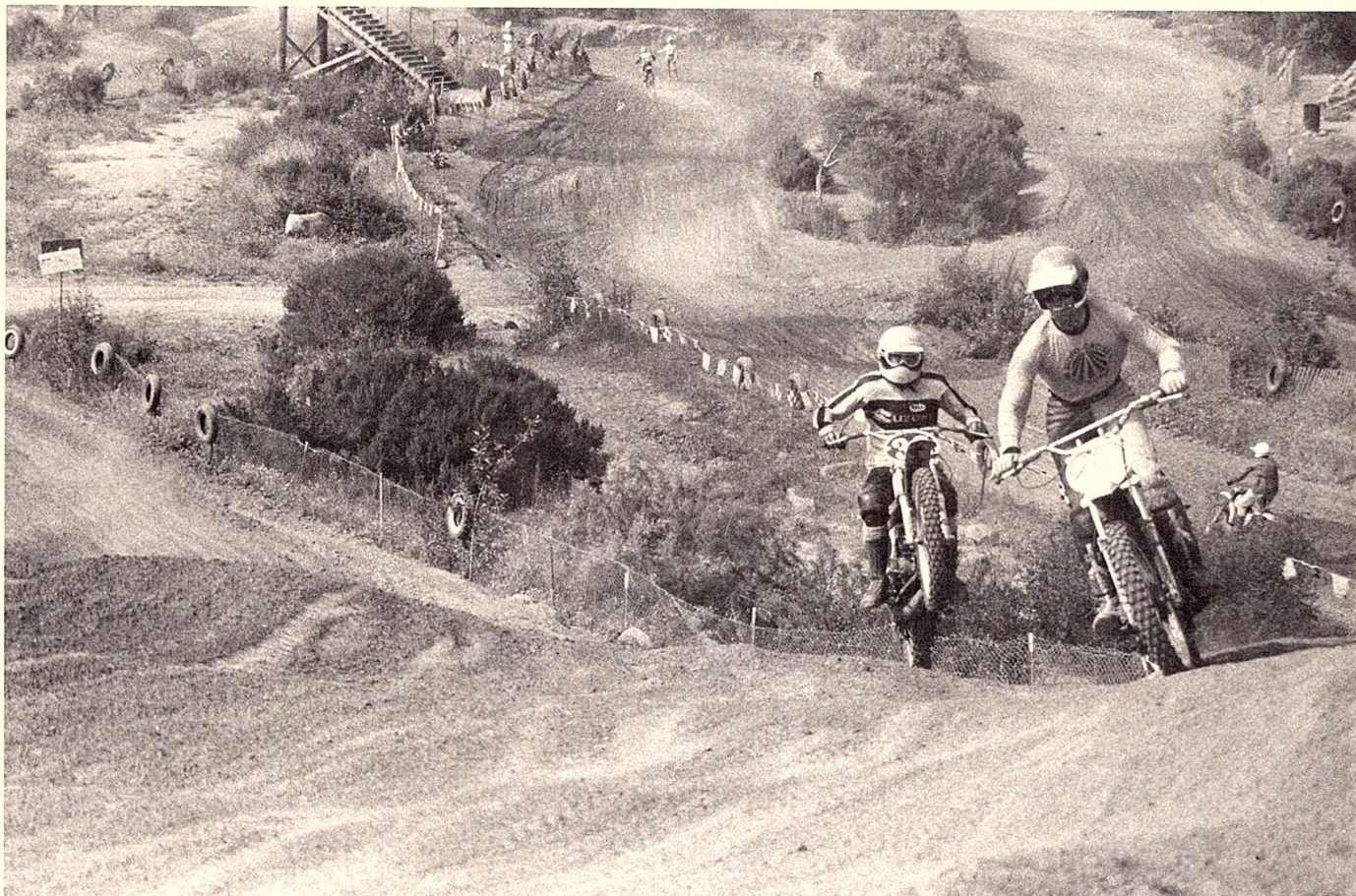
Mark Blackwell isn't or may never be the rider Roger is, but this doesn't necessarily mean that he is any less qualified to teach you the techniques of the sport. He too is a perfectionist and has a style and expertise that belie his young age. In 1969, at the age of 17, Mark was competing against the top riders in the world in a series of races across the U.S. called the Inter-AM Series. He then spent two seasons campaigning in Europe against the rest of the world's top motocrossers. He is still one of the top MXers in the States, and the experience gained through all his racing is an asset to his teaching you the art of the sport. Mark will be the first to admit that he's still learning, but then so will Roger. A true champion never rests on his laurels. When he ceases to search for ways to improve, he will soon find himself left by the wayside.

Who will benefit by Suzuki's motocross school? The beginner? The expert? I can't truthfully think of anyone who will not gain at least something from attending the three days of condensed motocross teaching. I think that a rider will benefit more if he is able to cope with the fundamentals of the sport *before* enrolling, since it isn't a learn-how-to-ride type of school. It is learning how to compete in the most strenuous type of motor sport by using the least amount of exertion while doing so. It is as simple as that! If you aren't serious about learning the art of motocross then the school isn't for you.

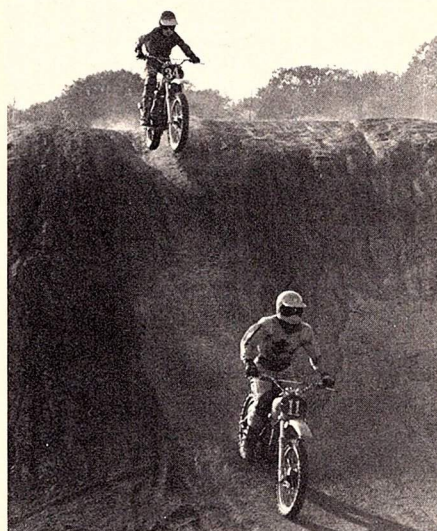
Continued



OFFICIAL SCHOOL OF MOTOCROSS



The Carlsbad course is prepared for each school and is closed to everyone except students while the school is in session.



After a lesson on a certain technique the class is turned loose on the Carlsbad track to practice what they have learned under the watchful eyes of the instructors.



The slippery Carlsbad off-camber turns are used to advantage; it requires good fundamentals to negotiate them.

Although I keep saying motocross, this training would apply to any type of dirt riding, such as off-road, enduros or what have you. The same techniques are involved and applied accordingly. You will only get out of the school what you put into it. When I asked Mark how the Suzuki school compares to the former Husqvarna Training School, he said that it is much different. Mark was one of

the trainers under Rolf Tibblin at Husqvarna's school and he feels that they are cramming more into the three days of the Suzuki school than they were able to in five at Husqvarna's Training Center.

We decided to send someone through the school and follow the progress of the student. Rick Miller was our student, since no one on our staff felt the need for im-

provement. So much for *our* expertise! Besides, he happened to be the only one not physically disabled at the moment. Again, so much for our expertise!

At the present time the only location of the school is Carlsbad Raceway, the home of the USGP and one of the tougher courses in the U.S. The first procedure was to pay the \$150 for the entrance fee into the school. If you think that it's expensive, wait till you hear what it covers for your money. You are put up at the Quails Inn in San Marcos, California, for two nights and three days with all meals paid. It's a plush place and is more country club than hotel. Room rates are \$26 a night. Are you adding? Next you are given your choice of RM Suzuki to use for your schooling, any displacement. There are mechanics on hand for any mechanical difficulties that arise. You have the exclusive use of the Carlsbad course and it is prepared before you use it. You spend some time in the classroom and also learn the various exercises particular to motocross conditioning. After the day's schooling and dinner you watch movies of DeCoster and European GP races. During your classroom sessions slides are shown demonstrating the correct and incorrect procedures of maneuvering your motocross machine around the track. Afterward you try to duplicate what you have seen on the track with an instructor correcting your mistakes. You are taught about the proper upkeep and maintenance of your machine. More importantly, you are taught the same about your body.

If you think Suzuki is making money on this deal, then you haven't been adding. To my way of thinking you can't afford not to take advantage of it. I guarantee you that it's worth more than any hop-up item you could buy to make your bike go faster. I learned more by being a spectator than I'd care to admit to most of you reading this, but it proves a point. How did our student do, you ask? Well, he started off slow and then really got with the pro-



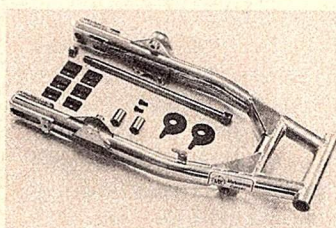
Mark is really serious about Suzuki's Official School of Motocross and the only thing that bums him out is when someone doesn't take his teaching seriously. If you're interested, you can get more info

from your local Suzuki dealer or by writing directly to Mark at: 1320 Grand Avenue, Suite 12, San Marcos, California 92069; (714) 744-6490. It's open to anyone who wants to learn.

Continued on page 70

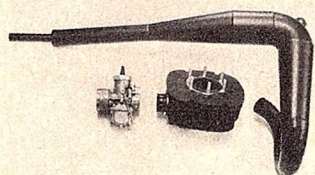
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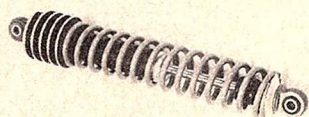
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DIRT

Continued from page 9

White House Rose Garden ceremony, President Ford signed the Federal Highway Act of 1975 into law. An important provision of the law removes from the Federal Department of Transportation the power to withhold federal highway funds from states which do not have a mandatory motorcycle helmet law for persons over the age of 18. This means the Federal Government is no longer exerting pressure on the states to enact helmet laws. It does *not* mean that state helmet laws are repealed.

★ ★ ★

MID-SEASON TEAM CHANGES

Long-time Husqvarna privateer Terry Clark has joined the Kawasaki factory motocross team of Gary Semics and Jim Weinert. With Weinert out of action, Clark arrives just in time. Terry comes from Palmdale, California.

Former team Kawasaki rider Steve Wise of McAllen, Texas, is now riding the 125 Nationals for the Flying Machine Factory team. Filling the vacancy on Team Kawasaki is former Yamaha privateer Mickey Kessler.

Marty Tripes has retired from national competition and will now ride local SoCal races on a DG Yamaha. Taking over for Tripes on Bultaco is former CZ-supported rider Wayne Boyer.

In Europe, Willi Bauer has been making a strong bid for a spot on the Austrian KTM factory team, while young British 500cc sensation Graham Noyce is a shoo-in for any team he chooses. In all likelihood, however, Noyce will be included on the Maico team for the USGP at Carlsbad.

★ ★ ★

WATER-COOLED YAMAHA GETS CLAIMED

Immediately after the finish of the 125cc National at Buchanan, Michigan, privateer Mickey Boone put up the required \$2000 and claimed his right, by AMA rule, to buy the exotic Yamaha water-cooled 125cc prototype used by Bob Hannah to win the race. Invoking the seldom-used

rule, Boone felt the inequity between the factory prototypes and the production bikes was too much for the privateer to handle. A frantic Bob Hannah scrounged the necessary cash and made a duplicate claim to retain the bike. AMA referee Mike DiPrete had the riders draw lots for the bike and Hannah won. With their expensive creations on the block, many costing upwards of \$30,000, the factories may be forced to end their prototype testing program and initiate a production bike development program. The controversy is far from over.

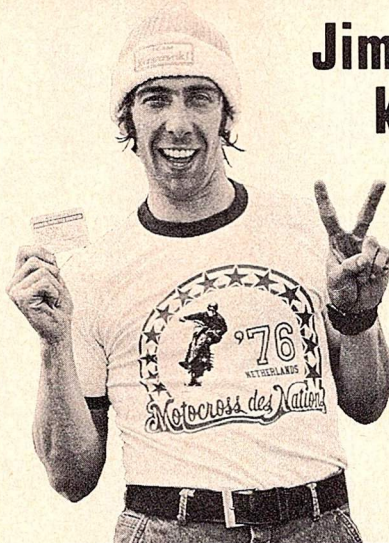
★ ★ ★

HOWERTON WINS OPEN OPENER

Under pressure from the Husqvarna factory to start winning some races, Kent Howerton fought off the efforts of a determined Bob Hannah to win the opening round of the 500cc AMA National Championship at Mexico, New York. Hannah (Yamaha) was second, Tony DiStefano (Suzuki) was third, Gary Semics

Continued

Jim Weinert knows a bargain...



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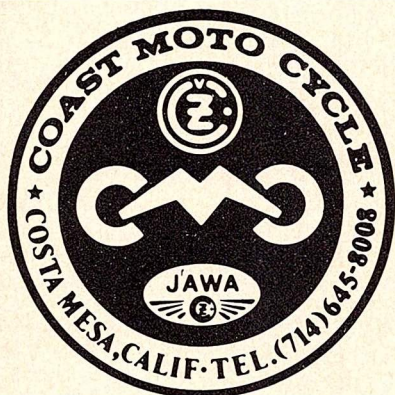
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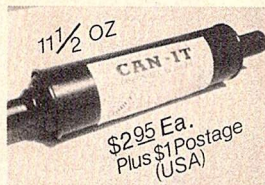
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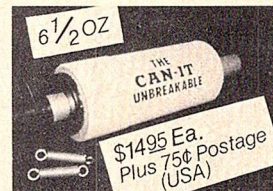
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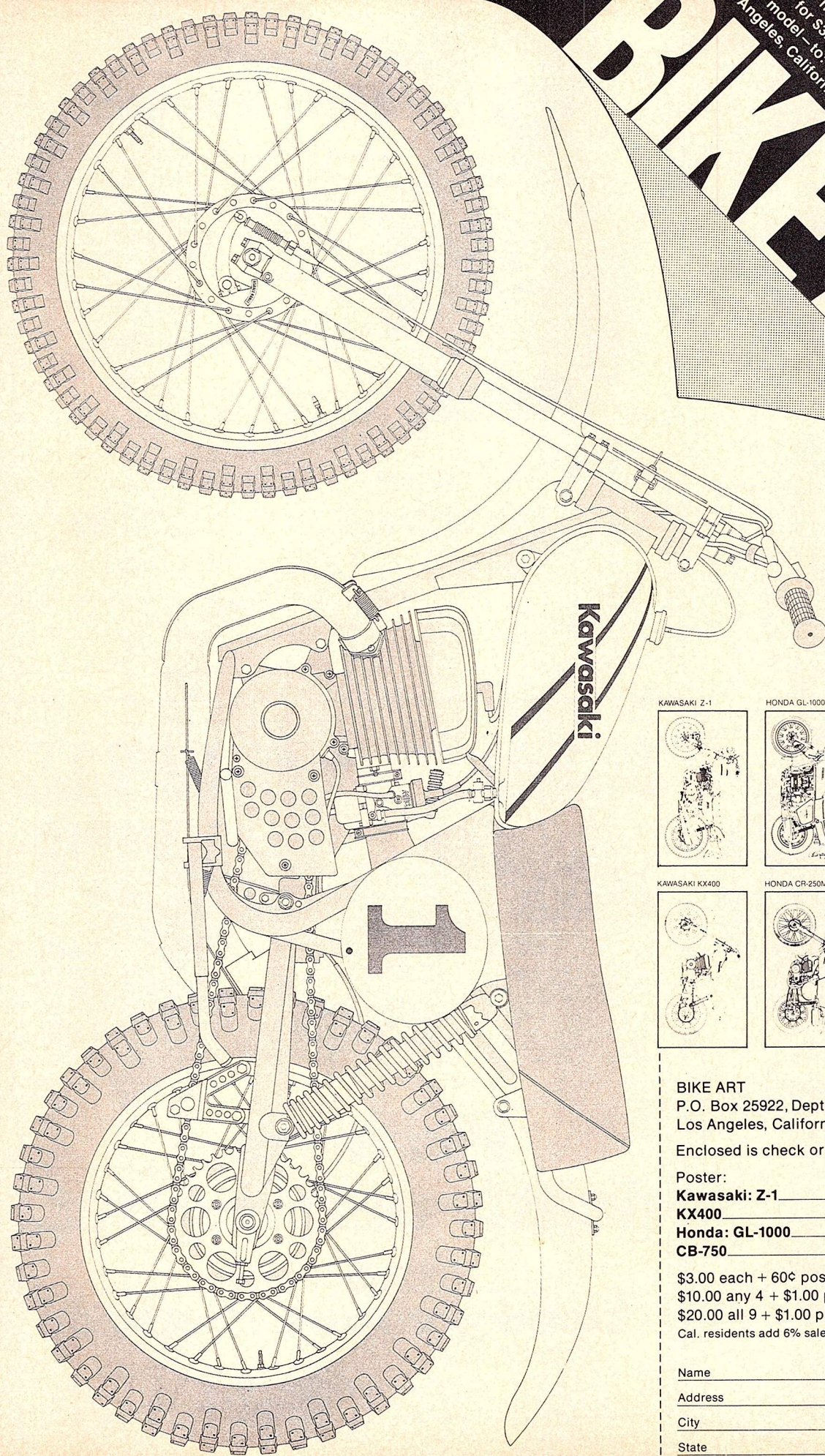
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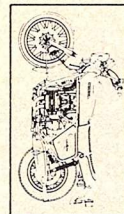
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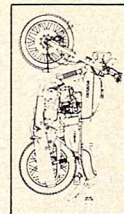
KAWASAKI Z-1



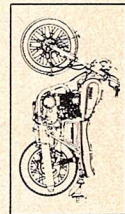
HONDA GL-1000



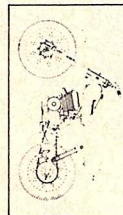
SUZUKI GT-750



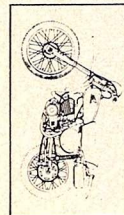
YAMAHA XS650



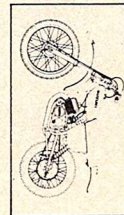
KAWASAKI KX400



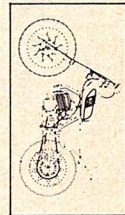
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(Kawasaki) was fourth and Rich Eierstedt (Honda) was fifth.

★ ★ ★

DECOSTER SMOKES SWEDISH GP

Fully recovered from his unspecified injury suffered at the Swiss Grand Prix, Belgium's four-time World Champion Roger DeCoster easily won both motos of the Swedish round to take a slim six-point lead in the standings over Germany's Adolf Weil. DeCoster, who rides a Suzuki, is 31 years old, while Weil, who rides a Maico, is 37.

★ ★ ★

NOTHING NEW FROM CAN-AM

The 500cc National Championship is under way with still no entry from the Can-Am factory. Number one Can-Am factory rider Jimmy Ellis was relegated to the 250cc Support class at Mexico, which he lost to hard-charging Don Kudalski on a Honda when his bike developed a flat tire in the first moto.

★ ★ ★

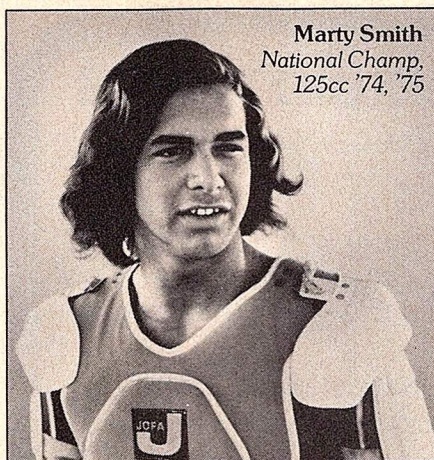
BIMBO WINS ANOTHER MOTO

Former World Champion Guenady Moiseev of the Soviet Union scored an unbeatable 2-1 to win the seventh round of the 250cc World Championship in Italy, but not before American Jim Pomeroy gassed his factory Bul-taco to victory in the first heat. Finishing second in the overall behind the factory KTM rider was Hans Maisch of West Germany on a Maico, followed by point leader Heikki Mikkola of Finland riding for the Husqvarna factory.

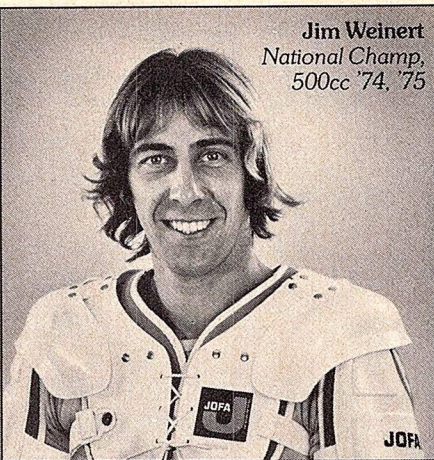
★ ★ ★

GASTON WINS AGAIN

Once again blowing everybody into the weeds on his factory RA125 Suzuki, Belgian superstar Gaston Rahier swept both motos of the Belgian round of the 125cc World Championship. That makes six wins and two seconds in eight motos for the reigning 125 champion.



Marty Smith
National Champ,
125cc '74, '75



Jim Weinert
National Champ,
500cc '74, '75

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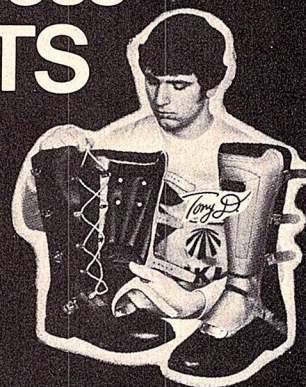


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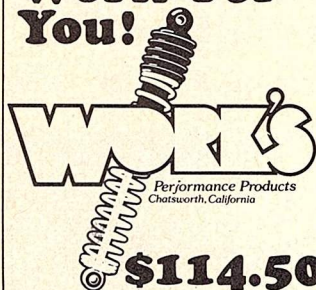
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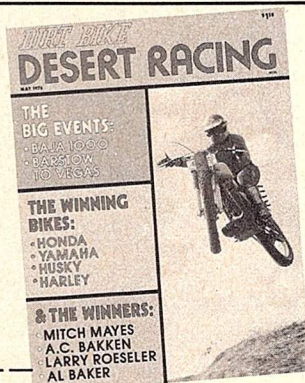
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ON THE MAINJET

Continued from page 5

★ **ADMIT ONE** ★

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Dayle: That's what I was trying to tell...

P.T.: Don't interrupt, Dayle! ... and it seemed like a good, wholesome American name which would look good on the side of a Toyota truck. Is he a motocrosser?

Dayle: Yes sir, Colonel, but that other magazine is already doing

HUSKY 250CR-BETTER THAN EVER?

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that, and their readers picked him and he's getting a Toyota from them. Besides, he's not going to be at Carlsbad and they're going

to give it to him at the Superbowl in the Coliseum. Why don't we give it to someone else and use a different brand of truck.

P.T.: That swine flu has really affected your thinking. Since we're number one and the Toyota is number one it's only logical that we give the motorcrosser a Toyota. Secondly, I remember reading somewhere that Marty Smith won a poll of readers and since...

Dayle: But that's what I've been trying to tell you, this Motorcross Action has already...

P.T.: Here now, it hasn't been done before if number one doesn't do it. That's understandable, isn't it?

Gordy: Very logical and understandable, P.T. I vote for us giving the Toyota to Marty Smith at Carlsbad. And why not make him Rider of the Year?

P.T.: I like it! This should really endear us to the motorcross fans, and we'll sell a bunch more magazines. Maybe we can even get full price for them. David? Did you want to say something?

David: Well, I thought... Carlsbad... oh never mind.

Chef: P.T., what I think David wants to say is that Dayle mentioned that Marty Smith wasn't going to be at Carlsbad and therefore how can we give him this award?

P.T. It makes it all the better. Kids shouldn't be entrusted with such things at such a frivolous age. We'll present it to his parents at a dinner and serve apple pie and ice cream, thereby endearing us all the more to motorcrossers, parents, and mini-truck lovers... All right, now what's wrong with Phil. This swine flu thing is really getting out of hand.

Chef: It really seems to be contagious P.T., do you mind if I'm excused?

P.T.: It's never been more clear to me than it is now as to where Pscycle magazinewould be today if it weren't for my originality and perseverance.

Everyone nods in agreement, and smiles come to the faces of all as they think about where they would be were it not for the efforts of their fearless leader.

This meeting was, of course, purely hypothetical, but the two, not one, SR5s Marty will receive this year are not. We've been racking our brains here at *numero* 224 as to what Marty can do with two of them. We already know that we'll be getting suggestions from you, so we'll hold ours. In any event, we'd like to thank the people from Pscycle Magazine who have made this column possible.



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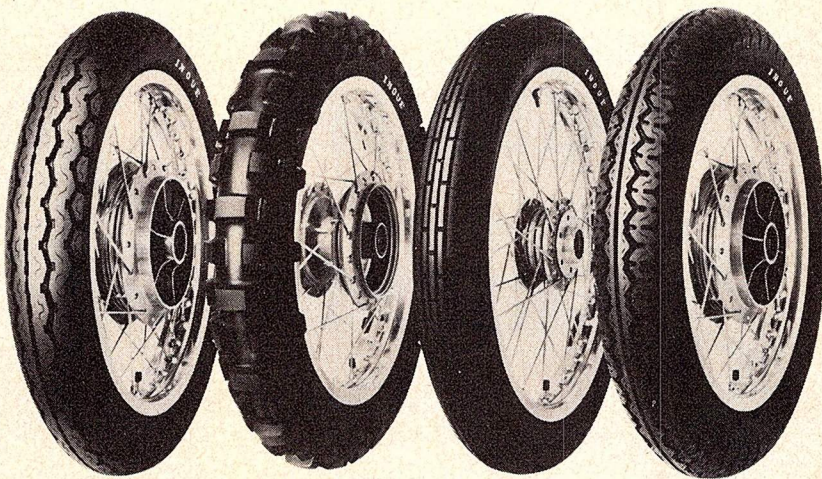




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MAIL ENTRIES

Continued from page 11

motorcycle mag on the market. Sure, they're great, but MXA is outstanding. For my buck I get all the regular stuff plus the fantastic idiocy of Baz.

Craig Littlefield
Williamstown,
Massachusetts

(And we love getting your letters, C.L. - ed.)

WANTS TO RACE

Dear MXA:

I like motocross a lot and I would like to race but my father will not let me race. Do you have any advice for me?

Terry Ottinger
Greenville,
Tennessee

No, but we've got plenty for your father. - ed.

COVER SHOT

Dear MXA:

Got to put in my 7½ cents' worth. The June cover has to take the #1 spot as far as I'm concerned. Not only is the action there, befitting your logo, but aesthetically it is totally together. The yellow of the logo, the green of the visual and the brown of the dust all combine to do it.

Action Oz
Somewhere in
Colorado

(Do what, Oz? - ed.)

EQUAL RIGHTS FOR CYCLISTS

Dear Editors:

We are the Buckeye Motorcyclists Association, a group of motorcyclists who are fighting for equal rights and fair treatment for cyclists in Ohio. This is what we did in 1975:

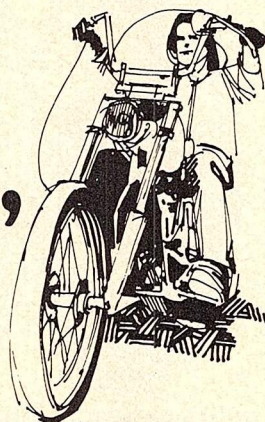
1. Started the "Eye That Cycle" safety program.
2. Presented a comprehensive program of off-road riding in the Cuyahoga Valley National Recreation Area to the director of Ohio National Parks and the National Parks Bureau. This was the culmination of a two-year endeavor.
3. Organized and led a Protest Run by 250 motorcyclists on the State Capitol to protest Department of Transportation policies.
4. Defeated Akron's Headlight Law in council.
5. Demonstrated Akron's new sound law showed favoritism to automobiles.
6. Conducted presentations on motorcycle awareness at several meetings around the state.

In order to continue its activities, the B.M.A. needs support. Single membership costs \$5 per year with additional members of the same household costing only \$2.50. Send your name and address to B.M.A., Inc., P.O. Box 775, Akron, Ohio 44309. We just want to let people know that we're here and trying to do something.

Franklin Sneed
Chairman of the
Board

(I thought the AMA was supposed to take care of that stuff, Frank. - ed.)

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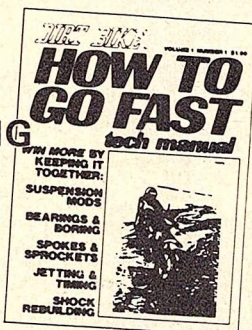
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WING NUT

Continued from page 13

CR250. Since the test we've found something even better on both the 250s and 125s. S&W's new Freon Stroker Shock offers maximum tire traction at any time and anywhere. The shocks are available in many lengths and sell for about \$79.50 including springs.

The stock forks are a bit harsh and I feel they have the same problem as the rear shocks. The wheel doesn't follow the ground like it should. When that happens your wheel will wash out in some corners. We will have a new fork kit shortly. The kit will include special progressive working damper rods, new long travel springs and an extra inch of travel.

JAPANESE FILTERS SUCK

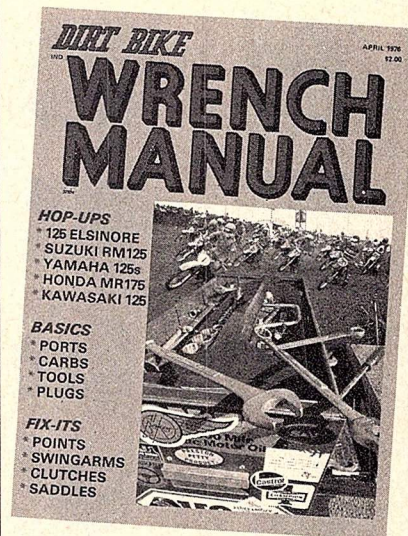
In your May issue, there was a letter about air filters. I have an XR75 and I would like to know if the stock filter is too vulnerable to water. I have never experienced any problems with it, but I don't want to end up like Boyd did needing a new piston job. What do you recommend? Also, does anybody make fork boots for the XR?

Adam Cummins
Boise, Idaho

All stock Japanese air filters are vulnerable to both water and dirt, the problem being that their foam is not designed to filter large amounts of dusty air without totally clogging all passages, thus reducing airflow and power. The worst factor is that once the foam has filled its thousands of tiny air passages with dirt particles, and water comes in contact with the foam, the water washes the dirt through the passages and into the engine. The dirt and grit will destroy your motor instantly, like it did on Boyd's engine. I highly recommend a K&N air filter for your XR75. Filter #RU-7 will fit your stock air box. The K&N unit will stop dust and allow water to pass instantly through the element without washing dirt particles into the motor. Clean water will not hurt your motor; if anything, it will clean it.

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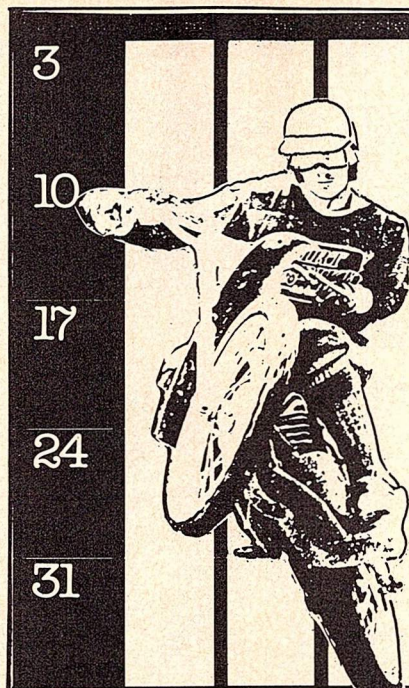
Continued from page 41

once again broke another pipe. The Jammer was right up front this moto, and true to his prediction he started to pull away from the pack. Rex Staten on a factory Harley was running in third. In the first moto he had had trouble with one of the tricky off-cambers, causing him to do a slow get-off, but his mount seemed to have the power to be competitive with the front-runners.

DiStefano was moving up from an eighth place position after the first lap, and within ten minutes was running in second behind a long-gone Weinert. The Jammer had built up a solid 18-second cushion in the early laps and was content to hold it till DiStefano's expected charge on the closing laps. Behind the two front-runners Gary Semics was being pursued by Stackable. Steve jammed Gary in one of the tight cambered turns much the same as Weinert had done to him in the first moto, and then motored on to a solid third at the finish. Gary recovered to finish fourth in the moto and third for the day, while the Jammer was able to hold his lead to win the final moto and make it an even split on points with Tony D. for the day's racing.

With one event left to decide the 250 National Champion, Weinert all but conceded it to Tony D. and his reliable Suzuki. He said it would take a miracle to beat the D. since he would have to win both motos and Tony only needed fourths to retain the points lead. As the Jammer moaned about the scoring system and how if last year's method of scoring were being used he'd be leading now, Tony was signing autographs.

As it stands now and as this article is being written it *will* take a miracle for Tony to be beaten in the last 250 event. The following week while in practice before the first moto of the first 500 National in Mexico, New York, Jim Weinert broke his kneecap from a rock being thrown by DiStefano's bike. The Jammer said later, "Tony, if you DNF in either one of those motos in the last race I'm going to feel reeeally bad." 



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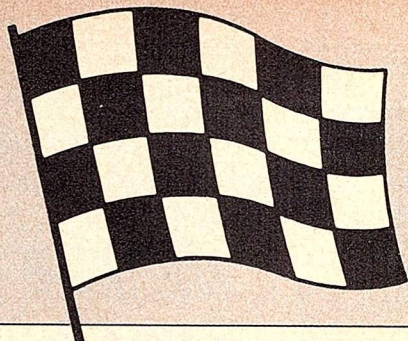
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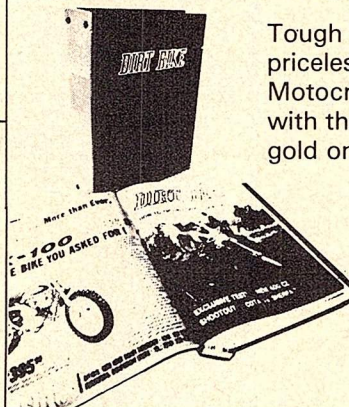
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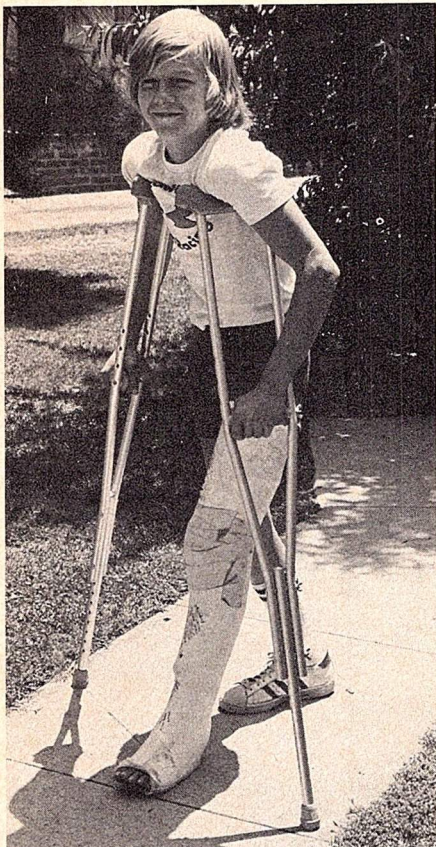
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SUZUKI SCHOOL

Continued from page 59

gram. On graduation day he ran a strong second in the race with a bunch of the other students and was being led by instructor Gary Ogden, a budding National MX star. On the last lap of the last day Rick went over the highside while taking a hard, bumpy right-hander



"Well, I got my diploma. Now the Bazzar and I have the fastest alloy crutches in town."

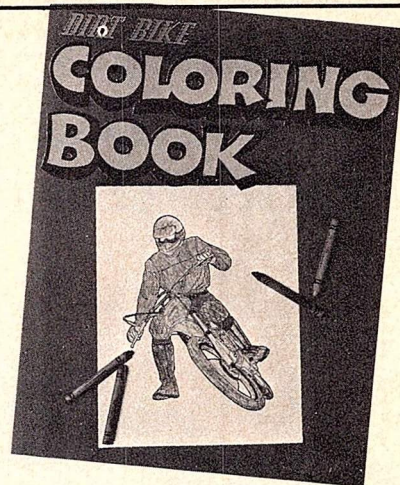
full tilt, catching his leg between the gas tank and the handlebar as he went down. The Bazzar, expert on such things, proclaimed it a wrenched knee and dutifully carted our student home in the Bazmobile. Rick is now resplendent as an official member of the MXA wrecking crew in his thigh-high plaster cast. The operation was a success. Rick now has eight weeks to study his Official School of Motocross workbook, besides not having to cut any lawns for the same period. Does his dad want him to race motocross? Hell no, but what's that got to do with it. How's Rick feel about it? He's upset about scraping up his new, very boss, Bill Walters leathers.

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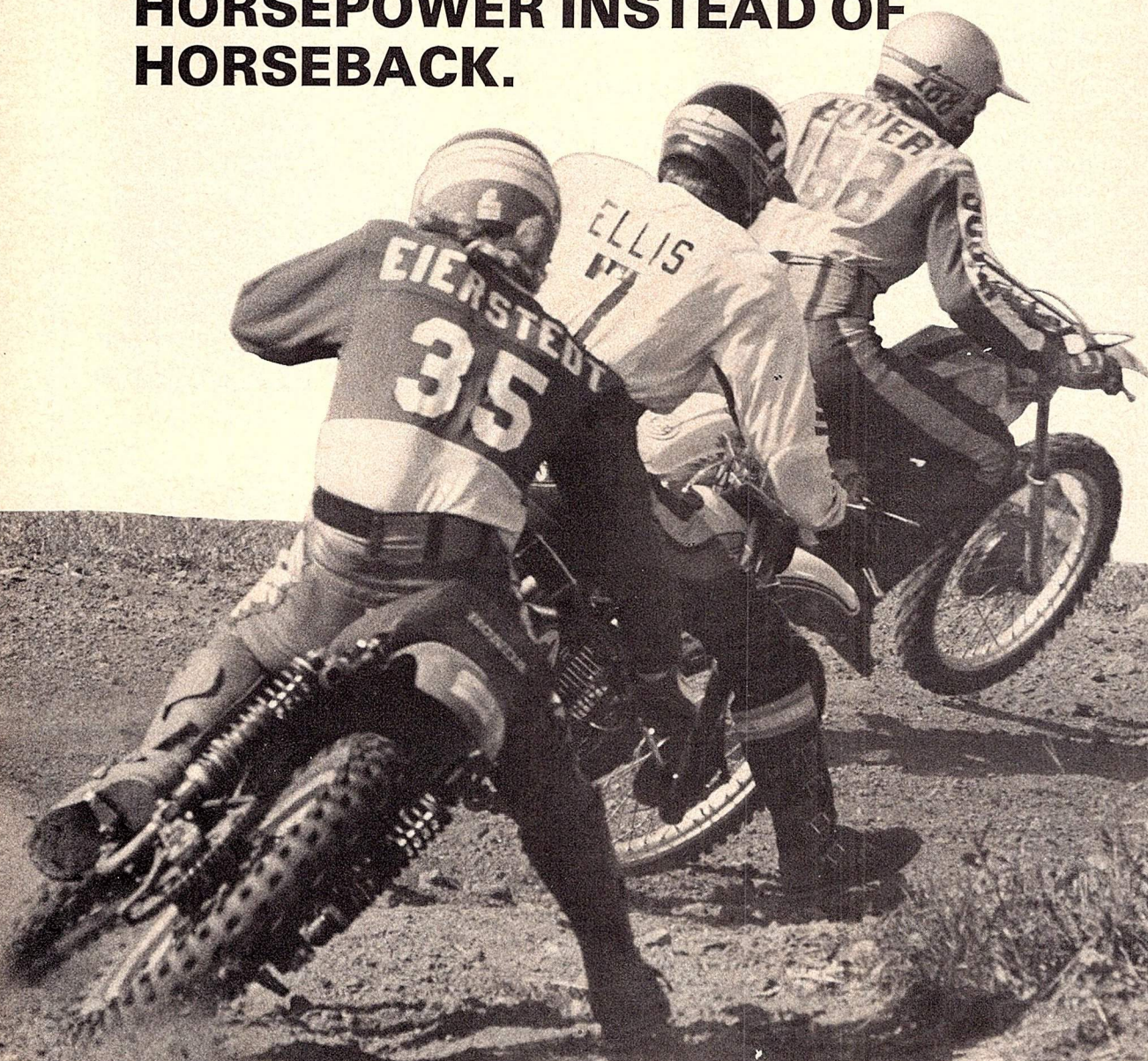
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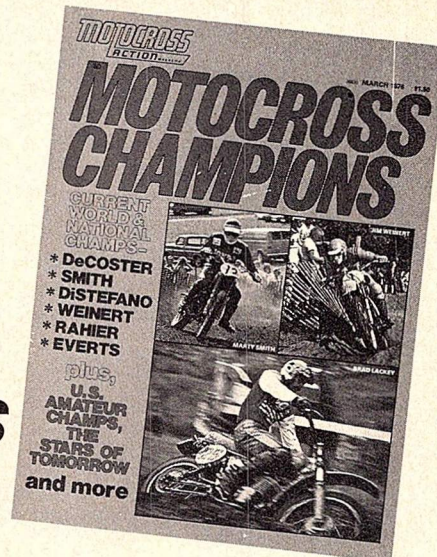
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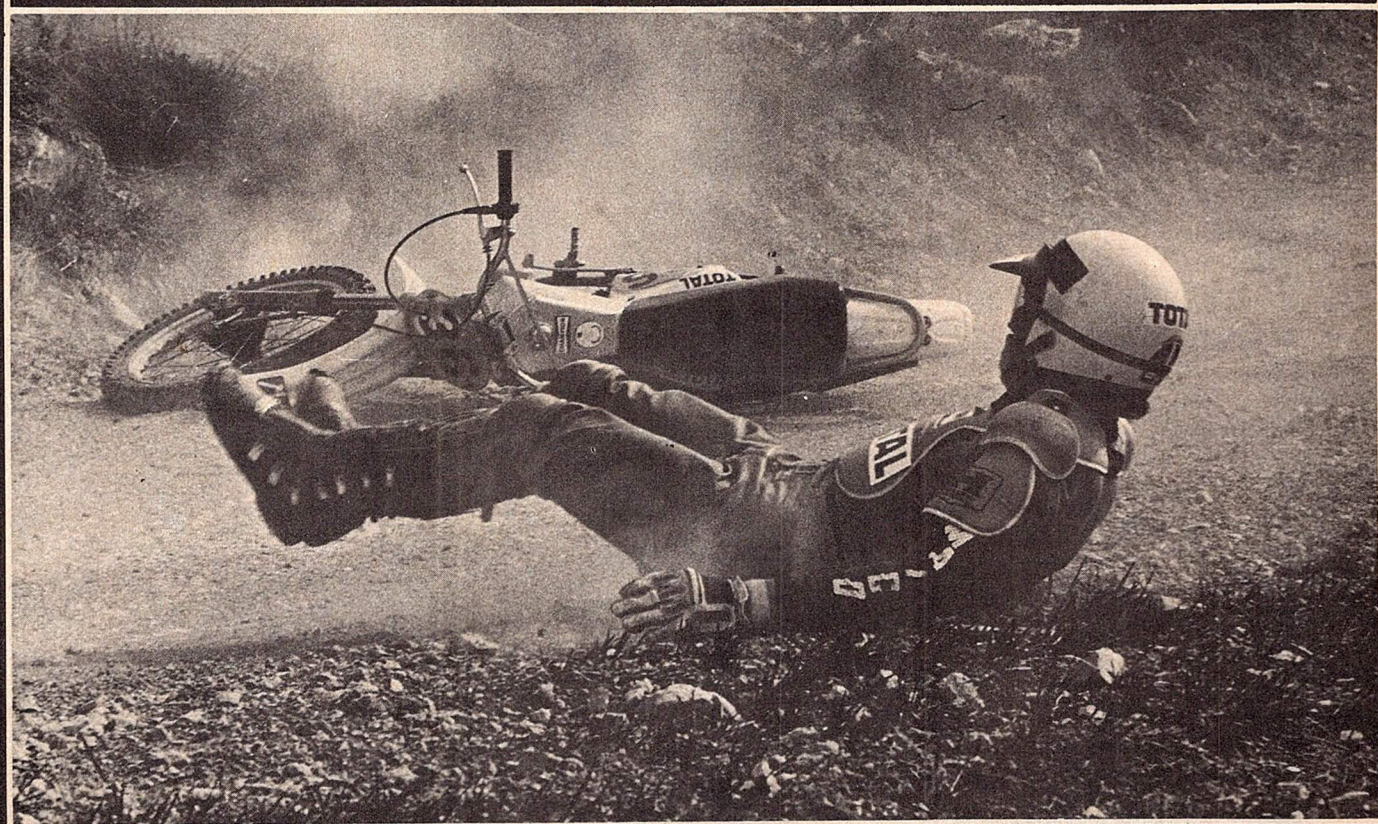
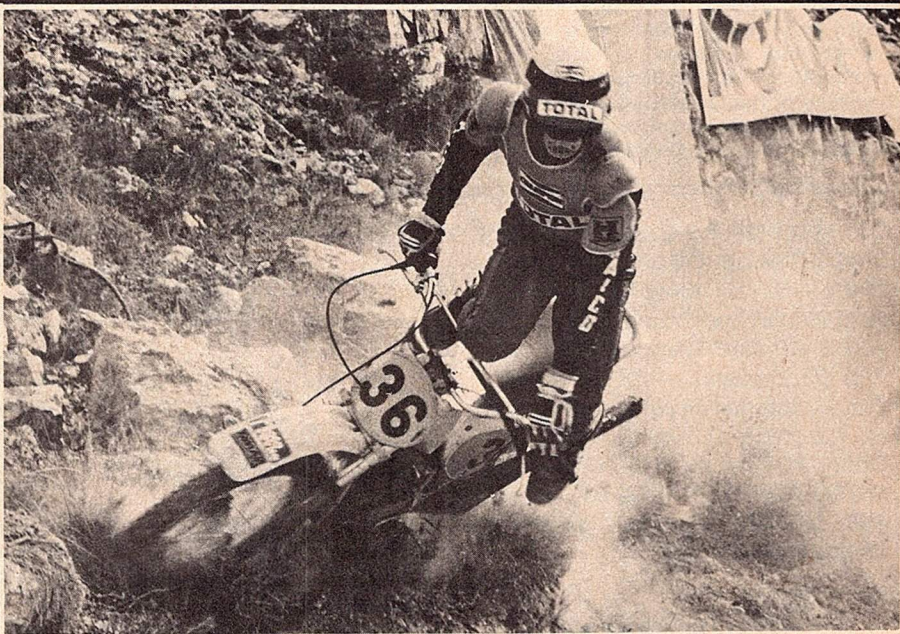
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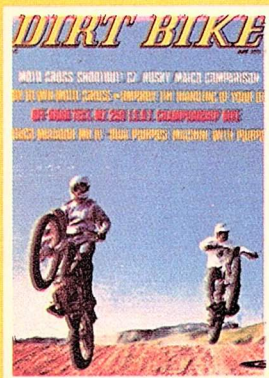


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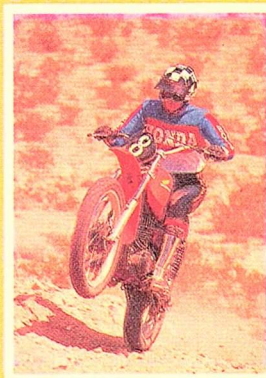
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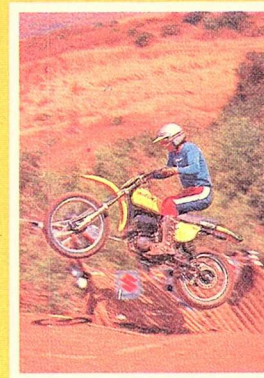
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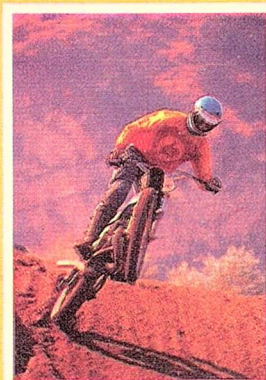
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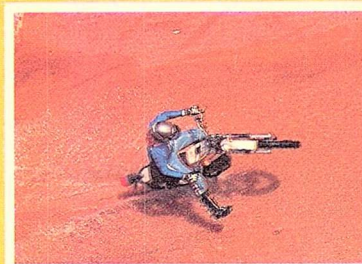
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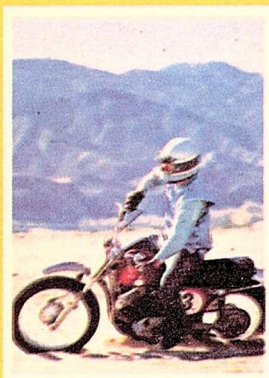
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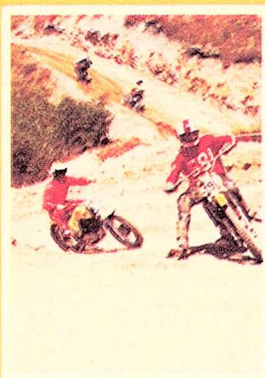
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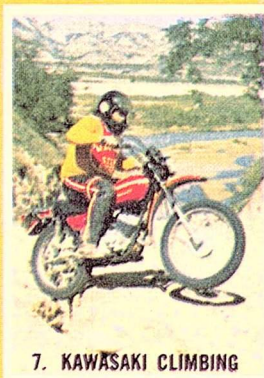
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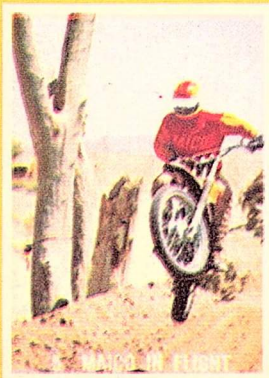
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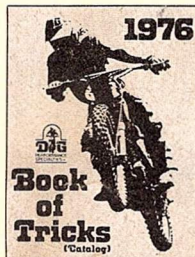
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